The Hong Kong Daily Press.

No. 7135 第七千壹百三十五號 光緒庚辰年九月十七日 HONGKONG, WEDNESDAY, OCTOBER 20TH, 1880. 禮拜三 英十月二十號 香港 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 19, AMOY, British str., 814, Drewes, Shanghai 16th October, General.—SIEMSSEN & Co.

October 19, CONQUEST, British steamer, 318, Thos. Hamlin, Haiphong 12th October, and Hoihow 14th, Rice.—CHINESE.

October 19, CLEVELAND, British str., 769, Harvey, Keelung 16th October, Coals.—JARDINE, MATHESON & Co.

October 19, WELLE, German steamer, 392, T. R. N. Mossmann, Haiphong 11th October, Rice.—MEYER & Co.

October 19, H. C. ORSTED, Danish steamer, from a cruise.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

OCTOBER 19TH.

William Turner, British bark, for Chefoo.

Bellerophon, British steamer, for Singapore.

Carisbrooke, British steamer, for Swatow.

Courrier, French bark, for Singapore.

China, German steamer, for Shanghai.

Rosie Well, American ship, for New York.

DEPARTURES.

October 19, HONGKONG, British steamer, for Hoihow.

October 19, GLENARTNEY, British steamer, for London.

October 19, LORNE, British steamer, for Newchwang.

October 19, CHINA, Ger. str., for Shanghai.

October 19, AMOY, British str., for Canton.

October 19, NAMOA, British steamer, for East Coast.

October 19, BELLEROPHON, British steamer, for Singapore, &c.

PASSENGERS.

ARRIVED.

Per *Amoy*, str., from Shanghai.—41 Chinese.

Per *Conquest*, str., from Haiphong and Hoihow.—38 Chinese.

DEPARTED.

Per *Bellerophon*, str., for Singapore, &c.—Commissary Macfarlane, wife, child, and female servant, and Miss Hill, and 294 Chinese.

Per *China*, str., for Shanghai.—9 Chinese.

TO DEPART.

Per *Courrier*, for Singapore.—20 Chinese.

Per *Carisbrooke*, str., for Swatow.—30 Chinese.

The following passengers will depart to-day at 4 p.m. per P. and O. steamer *Indus*:—

From Hongkong for Bombay.—The Hon. F. D. Melvill, Messrs. P. Rustomjee and servant, and A. G. Noosan. From Hongkong for Southampton.—Lieut. W. C. Wollett (108 Regiment), Messrs. R. Dinwiddie, R.N., Brown, and McIntyre. From Shanghai for Southampton.—Mr. and Mrs. Gardner and child. From Yokohama for Brindisi.—Mr. J. Bissett. For Southampton.—Mr. J. Pearce.

REPORTS.

The British steamship *Cleveland* reports left Keelung on the 16th instant, and had strong N.E. monsoon and high sea throughout.

The British steamship *Amoy* reports left Shanghai on the 16th instant, and arrived in Hongkong on the 19th, and had moderate N.E. monsoon and cloudy weather throughout.

The British steamship *Conquest* reports left Haiphong on the 12th instant at 5 a.m.; arrived in Hoihow on the 13th at 1 p.m., and had light Northerly winds and fine weather. Left Hoihow on the 14th at 4 a.m., and had light Northerly winds and very heavy swell from the N.E. At 1 p.m. wind increasing from the N.W., with sea rising rapidly, barometer 29.88. At 8 a.m. on the 15th fresh N.W. gale and heavy sea came to the conclusion that a cyclone was approaching from the N.E.; stood in for Hawchuen, barometer 29.84. At 2.45 p.m. anchored in Namoa Harbour, under Hawchuen. At 8 p.m. wind N., with heavy squalls and rain. At 11 p.m. wind N.N.E., and very heavy squalls; let go second anchor and got up steam, barometer 29.74. At 7 a.m. on the 16th wind veered to N.E. and squalls became terrific with blinding rain. At 1 p.m., this weather still increasing, let go third anchor, barometer 29.68. During the night wind moderated slightly. On the 17th hard N.E. gale and heavy rain, barometer rising. On the 18th at 3 a.m. weighed and stood towards Gangwuar Channel; arrived in Hongkong on the 19th instant.

NAGASAKI SHIPPING.

October— ARRIVALS.

1, Craiglands, British str., from Shanghai.
2, Naples, British steamer, from Cronstadt.
3, Genkai Maru, Japan. str., from Shanghai.
4, Shadwan, British str., from Cronstadt.
4, Huge, American bark, from Yokohama.
4, Klinokuni Maru, Jap. bark, from Y'hama.
4, Victory, British brig, from Kobe.
4, Appin, British steamer, from Shanghai.
4, Helens, Swedish brig, from Chefoo.
5, Iron Duke, British ironclad, from H'kong.
6, J. R. Worcester, Brit. sh., from Shanghai.
7, John Potts, British bark, from Shanghai.
8, Hiroshima Maru, Jap str., from Shanghai.
8, Strelok, Russian corvette, from H'kong.
8, Pym, British bark, from Shanghai.

October— DEPARTURES.

2, Pelham, British brig, for Shanghai.
2, Vivid, British bark, for Chefoo.
3, Naples, British steamer, for Vladivostock.
5, Sadwan, British str., for Vladivostock.
5, Tokio Maru, Japanese str., for Shanghai.
5, Kanagawa Maru, Jap. bark, for Yokohama.
5, Craiglands, British str., for Shanghai.
7, Hermann, German brig, for Vladivostock.
7, Europa, Russian cruiser, for Vladivostock.
7, Otto, British brig, for Chefoo.
7, Appin, British steamer, for Vladivostock.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN AND MANILA.

(Per last Mail's Advice.)

Cairnsmuir (s.)	Hankow	July	30
Hesperia (s.)	Shanghai	July	30
Parnass	Manila	Aug.	1
Francisco	Swatow	Aug.	2
Hazel Holme	Formosa	Aug.	2
Teucer (s.)	China Ports	Aug.	4
Santa Rosa	Manila	Aug.	7
Orient	Formosa	Aug.	8
Malabar (s.)	Hankow	Aug.	12
Anchises (s.)	China Ports	Aug.	12
Tibre (s.)	Hankow	Aug.	14
Gwalior (s.)	Shanghai	Aug.	14
Glenorchy (s.)	Shanghai	Aug.	16
Electra (s.)	China Ports	Aug.	20
Glenroy (s.)	Foochow	Aug.	21
Lydia	Swatow	Aug.	23
Menelaus (s.)	China Ports	Aug.	24
Centurion	Swatow	Aug.	24
Galley of Lorne (s.)	Hankow	Aug.	25
Augusto	Manila	Sept.	2
Ancona (s.)	Shanghai	Sept.	3
Lucia	Hongkong	Sept.	4
Mary T. Leslie	Hongkong	Sept.	6
Ordovic	Manila	Sept.	6
Corea	Manila	Sept.	8

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Orion	Cardiff	May	31
Vale of Doon	Antwerp	June	5
Dr. Petermann	Cardiff	June	10
Oldbridge	London	June	15
Valparaiso	Cardiff	June	16
Gold Hunter	Cardiff	June	21
Hotspur	Hamburg	June	24
Importer	Penarth	June	28
Adolph	Hamburg	July	2
Weser	Penarth	July	5
Belle of Oregon	Cardiff	July	5
Solidor	Cardiff	July	14
Charlton (s.)	London	July	17
Urania	Cardiff	Aug.	15
John Nicholson	London	Aug.	19
Ava (s.)	Marseilles	Sept.	19

AUCTION SALES TO-DAY.

None.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP .... £3,200,000.
RESERVE FUND .... £800,000.

HEADOFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:

LONDON,	BOURBON,	SAN FRANCISCO,
MARSEILLES,	BOMBAY,	HONGKONG,
LYONS,	CALCUTTA,	HANKOW,
NANTES,	SHANGHAI,	FOOCHOW,
	MELBOURNE.	

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.

20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL .... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT.
Acting Manager.

Oriental Bank Corporation,
Hongkong, 4th September, 1879. [12

NATIONAL BANK OF INDIA, LIMITED.

In accordance with instructions received from the Board of Directors, the HONGKONG BRANCH of this BANK will be CLOSED on the 30th September. Messrs. TURNER & Co. will act as the BANK'S AGENTS at this Port.

R. HORNE BOYD,
Acting Manager.

Hongkong, 22nd September, 1880. [1527

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL .... £800,000.
RESERVE FUND .... £190,000.

Bankers:
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST,
Manager.

Hongkong, 10th May, 1880. [968

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .... 5,000,000 of Dollars.
RESERVE FUND .... 1,600,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. MCIVER, Esq.

Adolf André, Esq.	H. Hoppius, Esq.
E. R. Belilios, Esq.	F. D. Sassoon, Esq.
H. L. Dalrymple, Esq.	W. S. Young, Esq.
H. de Courcy Forbes, Esq.	

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.

9] Hongkong, 16th August, 1880.

A. MILLAR & CO.,

PLUMBERS, GASFITTERS,
COPPERSMITHS, & BRASSFOUNDERS.
OFFICE AND WAREROOM—FLETCHER'S BUILDINGS, QUEEN'S ROAD EAST.
WORKS—SPRING GARDENS, WANCHI.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."

$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869. "VIN DES PRINCES."
$18 .... per case of 1 dozen quarts.

PALMER MARGAUX.
$7 .... per case of 1 dozen quarts.
$8 .... per case of 2 dozen pints.

CHATEAU BELAIR.
$7 .... per case of 1 dozen quarts.

LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 13th February, 1880. [27

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, 27th March, 1876. [14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [19

NOTICES OF FIRMS.

NOTICE.

MR. ERNST LUDWIG REUTER has been authorized to SIGN our FIRM per procuration.

PUSTAU & Co.

Hongkong, 18th October, 1880. [1660

NOTICE.

WE have authorized Mr. WILLIAM HOMFRAY FULLER DARBY to SIGN the NAME of our Firm in Hongkong and China.

GIBB, LIVINGSTON & Co.

Hongkong, 7th September, 1880. [1m1448

NOTICE.

WE have authorised Mr. JOHN PATRICK LALOR to SIGN the NAME of our FIRM.

MARGESSON & Co.

Macao, 5th October, 1880. [1m1597

NOTICE.

WE have This Day established a BRANCH of our FIRM in Hongkong, and have authorized Mr. P. Z. MARTIN to SIGN the NAME of our FIRM.

M. MARTIN & Co.
(of Calcutta).

Hongkong, 20th September, 1880. [1519

TO BE LET.

TO LET.

THE "EYRIE," VICTORIA PEAK, with Immediate Possession for remainder of the summer months.

The BASEMENT of "FAIRLEA," 5 Rooms and Garden.

LARGE and SMALL GODOWNS at FLETCHER'S BUILDINGS. Also STORAGE for Timber, &c., on Water side.

DAVIS & Co.

Hongkong, 5th September, 1880. [1439

TO LET.

FIRST FLOOR and GROUND FLOOR of HOUSE No. 4, PRAYA EAST (known as the Blue House); Possession on the 1st of October.

Also,

The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, &c., &c., with Gas and Water laid on; Immediate Possession.

Apply to MEYER & Co.

Hongkong, 3rd September, 1880. [1420

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

919] MEYER & Co.

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.

The DWELLING HOUSES, Nos. 31 and 33, WELLINGTON STREET.

OFFICES in CLUB CHAMBERS, now in the occupation of the HONGKONG AND WHAMPOA DOCK COMPANY, with strong Room attached; also other OFFICES and CHAMBERS in the same building.

The DWELLING HOUSE, No. 6, MOSQUE TERRACE.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, 16th October, 1880. [41

TO LET.

NO. 8, HOLLYWOOD ROAD, containing 8 Rooms and Out-houses.

No. 9, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 27th September, 1880. [214

TO LET,

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, 26th July, 1879 [417

TO LET.

A BUNGALOW, VICTORIA PEAK, with every accommodation and Tennis Lawn; Possession from the 1st November. Terms moderate.

Apply to J. G. SMITH & Co.,
5, Duddell Street.

Hongkong, 4th October, 1880. [1526

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

HITHERTO CALLED THE

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL .... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th August, 1880. [1392

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [918

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

Hongkong, 9th November, 1868. [15

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [21

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED .... $1,000,000.00.
CAPITAL PAID-UP .... $300,000.00.
RESERVE FUND .... $125,000.00.
BALANCE UNDIVIDED .... $70,278.43.

DIVIDEND paid to Shareholders, 20 % per Annum.

DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25 % on the Amount of their Contributions.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

E. GOLDSMITH,
Acting Secretary.

Hongkong, 13th August, 1880. [1327

AUCTIONS.

PUBLIC AUCTION

THE Undersigned will Sell by Public Auction,

TO-MORROW,

the 21st October, 1880, at NOON, at his Sales Rooms, Queen's Road,—

CLARET, TOILET SOAP, BISCUITS, UMBRELLAS, PERFUMES, RAILWAY RUGS, FLANNELS, CLOTH, and CASHMERE.

An Invoice of IRON SAFES, assorted sizes.

An Invoice of TUMBLERS and WINE GLASSES.

An Invoice of CREAMLAID FOOLSCAP and LETTER PAPER.

And,

For Account of the Concerned,—
25 Barrels PORK.

Also,

Under Distraint for Rent,—

SUNDRY FURNITURE, &c., belonging to Mr. R. BRAUN, Proprietor of Kowloon Hotel, comprising:—

CHAIRS, TABLES, CROCKERY and GLASSWARE, LAMPS, CUPBOARD, CHEST of DRAWERS, WASHSTAND; a PIANO, by JACKSON & Co., London; a SHOOTING GALLERY, One COOKING RANGE, One Small BOAT, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, 20th October, 1880. [1666

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, under power contained by Bill of Sale,

TO-MORROW,

the 21st October, 1880, at THREE o'Clock P.M., at his Sales Rooms, Peddar's Wharf, the well-known CUTTER YACHT

"N A I A D,"

of 29 Tons Register; Length 51 feet 1 inch, Beam 11 feet 7 inches, and Depth of Hold 9 feet 10 inches. She was built in Hongkong, by JOHN JACK in 1867, and had a New Suit of SAILS made by W. DOLAN in 1878.

With everything complete, as per Inventory, which can be seen at the Undersigned.

Also,

MOORINGS, &c.

TERMS OF SALE.—Cash on the fall of the hammer.

G. R. LAMMERT,
Auctioneer.

Hongkong, 5th October, 1880. [1592

VALUABLE LEASEHOLD PROPERTY.

TO be SOLD by PUBLIC AUCTION (if not previously disposed of by Private Sale), on

SATURDAY,

the 30th day of October, 1880, at THREE P.M., on the Premises, by

Mr. J. M. ARMSTRONG, Auctioneer,

Under the directions of the Mortgagee, pursuant to a power of Sale reserved in an Indenture of Mortgage,—

ALL that ONE UNDIVIDED MOIETY or Half Share of and in all that Piece or Parcel of GROUND situate, lying, and being at Victoria, in the Island of Hongkong abutting on the North side thereof on First Street, Syingpoon, and measuring thereon Fifty-two and a half feet; on the South side thereof on Second Street, Syingpoon, and measuring thereon Fifty-two and a half feet; on the East side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Thirty-one, and measuring thereon One Hundred and Five feet; and on the West side thereof on a close registered in the Land Office as Inland Lot Number Six Hundred and Twenty-nine, and measuring thereon One Hundred and Five feet; which said Piece or Parcel of Ground contains in the whole Five Thousand Five Hundred and Twelve square-feet, and is registered in the Land Office as INLAND LOT No. 630, with the substantial and well built PREMISES thereon, held under a Crown Lease dated the 24th day of August, 1861, for a term of Nine Hundred and Ninety-nine years, to be computed from the 26th day of December, 1860, subject to the payment of an Annual Crown Rent of $72.80, and to the usual covenants and conditions, in the Crown Lease.

For further Particulars of the Property and Conditions of Sale, apply to

BRERETON AND WOTTON,
Mortgagee's Solicitors,
29, Queen's Road Central, Hongkong;
or, to the Auctioneer.

Hongkong, 13th October, 1880. [1644

AUCTION OF ELEGANT PARISIAN-MADE HOUSEHOLD FURNITURE, PIANO, PLATED WARE, PICTURES, ENGLISH AND AMERICAN BILLIARD TABLES, &c.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, under power contained in a Bill of Sale, and under Distraint for Rent, on

THURSDAY,

the 11th November, at NOON, the

STOCK-IN-TRADE, FURNITURE, &c., OF THE HOTEL DE L'UNIVERS,

comprising:—

DRAWING-ROOM.

Parisian-made Drawing-room SUITE in Yellow and Crimson Rep, MIRRORS, CLOCKS, CENTRE and SIDE TABLES, CHROMO-LITHOGRAPHS, PIANO, CARPET, GASALIERS, CURTAINS, &c., &c.

DINING-ROOM.

Carved Oak SIDEBOARD, WHATNOTS, DINING TABLES, PLATED WARE, GLASS and CROCKERY, CHAIRS, Rep-covered COUCHES, CLOCKS, MIRRORS, FENDERS and FIRE IRONS, &c., &c.

BEDROOMS.

Bedroom SUITES in Yellow and Crimson Rep, IRON BEDSTEADS with HAIR and SPRING MATTRESSES, Mahogany WARDROBES with MIRROR FRONTS, Mahogany Marble-top CHESTS of DRAWERS, DRESSING TABLES, CHAMBER STANDS, BED LINEN, BLANKETS, CARPETS, and RUGS.

HALL.

CARVED OAK HAT STAND, CLOCKS, Marble-top TABLES, Morocco-covered SETTEES.

BILLIARD ROOM.

One English BILLIARD TABLE, by BURROUGHES & WATTS; Two American TABLES, by PHELAN & COLLENDER, BILLIARD BALLS, CUES, MARKING BOARDS, BILLIARD LAMPS, GASALIER, Solid Bronze Statuette CLOCK and Candelabrum to match, CHROMO-LITHOGRAPHS, Marble-top SIDE TABLES, Marble-top BAR, Morocco-covered SETTEES, &c., &c.

STORES.

SHERRY, PORT, CLARET, BEER, &c., &c., &c.

Also.

A Large COOKING RANGE, COPPER COOKING UTENSILS, JELLY MOULDS, &c., &c.

Catalogues will be issued.

TERMS.—As usual.

Hongkong, 18th October, 1880. [1656

NOTICE.

THE Undersigned have been appointed SOLE AGENTS of the ELLIOTT'S METAL COMPANY, Birmingham, for Hongkong and China.

MELCHERS & Co.

Hongkong, 14th September, 1880. [1474

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [80

INTIMATIONS.

FOR SALE, CHEAP.

A GUNBOAT'S NEW BOILER, 20-H.P. (nominal; its shell is ½-inch Plate best Lowmoor Iron; it has been tested to 180 lbs. to the square inch pressure; never been used.

2 8-H.P. BOILER, with Return Tubes.

1 4-H.P. VERTICAL BOILER, with Galway's Patent Tubes.

1 1-H.P. STEEL BOILER.

2 TAYLOR'S PATENT 10-H.P. DOUBLE-CYLINDER DONKEY ENGINES, fitted with Pulley for driving Machinery.

2 10-H.P. STEAM-LAUNCH ENGINES.

1 1-H.P. ENGINE and PUMP.

A Powerful JIB-CRANE, 3 Powerful CRAB WINCHES, a New Cast Iron SAW BENCH and 3 CIRCULAR SAWS, a New DOUBLE WOOD LATHE, 8 8-tons SCREW LIFTING JACKS, a New GRINDING STONE (5½ feet in diameter, by 12 inches wide), A PATENT COPPER COOKING APPARATUS and CONDENSER, 2 Boxes TAPS and DIES, 5 CRANK BRACES, 10 RATCHET BRACES, 3 DRILLING POSTS, a quantity of ENGINEER'S, BOILERMAKER'S, and BLACKSMITH'S TOOLS, 5 TUBE EXPANDERS, 10 STEAM WHISTLES, 12 STEAM PRESSURE GUAGES, 10 SALTER'S SPRING BALANCES, 11 STEAM INDICATORS, 1 AZIMUTH COMPASS and BINNACLE STAND, 3 WALKER'S PATENT LOGS, about 2,000 lbs. FUNNELLING, 12 PULLEYS and SHAFTINGS, 3 ANCHORS, 300 Fathoms CHAIN CABLE, 6 Coils CHARCOAL WIRE ROPE, 5 Coils Russian HEMP ROPE, 45 WHEELBARROWS, and 9 BOATS. A GATLING GUN, 2 NEW WROUGHT IRON RIFLED BLAKELY'S GUNS (24-Pounders). A NEW GOLD CHRONOMETER WATCH.

And

A Consignment of HUBBUCK'S PAINTS and OILS, comprising ZINC, WHITE LEAD, BLACK and RED PAINTS, and OXIDE PAINT, RAW and PALE BOILED OIL, and ENGINE OIL.

For Particulars, apply to

J. M. ARMSTRONG,
Auctioneer, Queen's Road.

Hongkong, 20th September, 1880. [1502

FOR SALE.

LAFFITTE & Co.'s BORDEAUX

CELEBRATED DINNER AND BREAKFAST CLARETS.

	Per Case. 1 Doz. Qts.	Per Case. 2 Doz. Pts.
COTES ORDINAIRES	$4.00	......
BONNES GRAVES	$5.00	......
HAUT MEDOC VIEUX	$6.00	......
PAUILLAC	$9.50	$10.50
CHATEAU LATOUR	$13.30	$14.00
GRAVES (White Wine)	$7.50	......

Apply to J. G. SMITH & Co.,
Duddell Street.

Hongkong, 14th October, 1880. [1647

FOR SALE.

FIVE THOUSAND NEW REMINGTON RIFLES.

VOGEL & Co.

Hongkong, 24th September, 1880. [1533

FOR SALE.

KEROSINE OIL. DEVOE'S and PRATT'S. American LAGER BEER.

VOGEL & Co.

Hongkong, 6th July, 1880. [1124

C. L. THEVENIN,

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT,
57, WYNDHAM STREET,
HONGKONG.

Sept. 15] [1479

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.

Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.

Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers.

DYNAMITE, FUSES, DETONATORS, &c., from

NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW,

can be had in any quantity on application to

THE BORNEO CO., LIMITED,
Agents.

Hongkong, 9th March, 1880. [429

FOR SALE.

SCHIEDAM GENEVER in STONE JARS. PRIME RIFLES and SALOON RIFLES, CARTRIDGE-CASES, and RE-LOADING CAPS. Good NAVY COCOA, &c., &c.

Apply to J. F. SCHEFFER,
54, Praya Central.

Hongkong, 18th August, 1880. [1455

FOR SALE.

MUNTZ'S PATENT YELLOW METAL SHEATHING, ALL SIZES; and COMPOSITION NAILS, in Lots to suit Purchasers.

G. R. LAMMERT,
Peddar's Wharf Buildings.

Hongkong, 29th July, 1880. [1255

FOR SALE.

CHAMPAGNE, 1874.

HEIDSIECK & Co.'s
MONOPOLE.

DIETJEN & Co.

Hongkong, 2nd July, 1877. [1094

FOR SALE.

CUTLER, PALMER'S

CELEBRATED
WINES AND COGNAC.

Price List on application.

F. BLACKHEAD & Co.

Hongkong, 1st November, 1877. [33

FOR SALE.

CUTLER, PALMER & Co.'s

CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.

SHERRIES, at $10½, $8½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.

CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.

CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.

HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.

BRANDIES, *, **, *** and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.

Detailed Price Lists on application to

SIEMSSEN & Co.

Hongkong, 6th January, 1880. [28

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy	CANVAS.
Navy Boiled	
Long Flax	
Crown	

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [29

KEATING'S BONBONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1412

INTIMATIONS.

CANTON INSURANCE OFFICE.

Notice is hereby given that the ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Office will be held at the Office of the Undersigned, No. 7, Queen's Road, on THURSDAY, the 28th instant, at HALF-PAST TWO o'Clock P.M.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.

Hongkong, 1st October, 1880. [1580

NOTICE.

I, THE UNDERSIGNED, hereby give Notice that I will not be RESPONSIBLE for any DEBT contracted, SECURITY given, or BILL, NOTE, BOND, or other SECURITY made, signed, or executed in my Name or on my behalf in this Colony or in other places by any of my Partners or Employes without my knowledge and written consent, or by my Agents without written authority or power of Attorney, and that all money dealings and transactions had with FOOK LOONG, KWONG HIM WO, YU SHUN, or YEE SANG CHAN, will not be recognized by me as valid and binding on me unless done with my written authority or guarantee.

SHE SANG KAI.

Hongkong, 11th October, 1880. [1m1633

NOTICE.

THE Public are WARNED against RECEIVING FIVE-DOLLARS NOTES of the HONGKONG AND SHANGHAI BANKING CORPORATION numbered 122,001 to 122,500, dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and R. A. NELSON, pro Accountant; these Notes having been STOLEN.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, 31st August, 1880. [1415

TOWAGE.

THE American Steamer "SEA GULL" is prepared to TOW VESSELS in the harbour or at sea. MODERATE CHARGES. Orders may be left at COSMOPOLITAN DOCK OFFICE, Messrs. MACEWEN, FRICKEL & Co.'s, Messrs. F. BLACKHEAD & Co.'s, or with the CAPTAIN on board. Call Signal J., Commercial Code.

Hongkong, 7th October, 1880. [1602

T. ALGAR AND COMPANY,

HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.

841 9, HOLLYWOOD ROAD.

CHAS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS,

Have been appointed Sole Agents for VOIGTLANDER and SOHN'S Celebrated MARINE GLASSES, OPERAGLASSES, and TELESCOPES.

Hongkong, 4th September, 1880. [1435

G. FALCONER AND CO.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL.

DENTAL NOTICE.

DR. ROGERS, now on a visit to Shanghai, will return to Hongkong early in the winter as usual.

Hongkong, 1st April, 1880. [32

THE WONDER OF THE WORLD.

GOOD NEWS FOR ALL.

PROF. HERMAN'S WORLD-RENOWNED VERMIN DESTROYER!

Which is known to be Far Superior to Anything yet discovered for killing Rats, Mice, Insects on Poultry, Ants, Bugs, Cockroaches, Black Beetles, Fleas on Dogs, Blight and Insects on Plants, Moths in Furs, Tick or Scab on Sheep or Goats, also on Cattle, &c., &c.

This preparation has been applied with great success against the Insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants.

SOLD IN PACKETS.

At One Shilling per packet; or six Packets for 5s.

The Powder is warranted free from all bad smell, and will keep in any climate. It may be spread anywhere without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.

DIRECTIONS FOR USE ON EACH PACKET.

MANUFACTORY:—
Gravel Lane, Houndsditch, City of London, England.

The above discovery has gained for Professor Herman a Silver Prize Medal at the Inter-Colonial Exhibition of Victoria, Australia, of 1866, besides numerous Testimonials.

AGENTS IN HONGKONG:—
Messrs. F. BLACKHEAD & Co.;
Mr. W. CRUICKSHANK, Victoria Dispensary.

AFONG, PHOTOGRAPHER,

By Appointment to H.E. Sir ARTHUR KENNEDY, H.E. Admiral RYDER, and H.I.H. The GRAND DUKE ALEXIS OF RUSSIA, having returned from his tour to Peking and the Northern Ports, has now the satisfaction to offer a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNGCHOW, have recently been added to the above.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

D. K. GRIFFITH holds authority to SIGN.

STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel.

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S.S. CO.'S S.S. "ORESTES," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 20th inst. for shipment per Steamer "ACHILLES."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1880. [1650

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ORESTES" are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th October, 1880.

Goods undelivered after the 20th October, 1880, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1880. [1582

GERMAN BARK "DOROTHEA," FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 20th September, 1880. [1509

INTIMATIONS.

FOR NEWCHWANG (DIRECT).

THE Steamship

"CLEVELAND,"

Captain N. Harvey, will be despatched for the above Port on FRIDAY, the 22nd instant, at THREE P.M.

For Freight, apply to

JARDINE, MATHESON & Co.

Hongkong, 20th October, 1880. [1664

FOR BANGKOK.

THE Steamship

"RAJANATTIANUHAR,"

G. T. Hopkins, Commander, will be despatched for the above Port on SATURDAY, the 23rd instant, at FOUR P.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 19th October, 1880. [1662

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANGTUNG,"

Captain Young, will be despatched for the above Ports on SUNDAY, the 24th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, 20th October, 1880. [1665

NOTICE.

TENDERS will be RECEIVED for REPAIRS to the American Ship "SOUTH AMERICAN" up to NOON TO-DAY, the 20th instant.

For Particulars, apply to Captain KNOWLES, on board; or, to

Messrs. RUSSELL & Co., Agents.

The Captain does not bind himself to accept the lowest or any Tender.

Hongkong, 19th October, 1880. [1663

NOTICE.

UNDER an Order of the Supreme Court of Hongkong, made on the 7th day of October, 1880, the Undersigned, Receiver, appointed by the Court, in Suit No. 10, KWAN HOI CHUNE AND OTHERS v. FONG SUI FUNG AND OTHERS, is prepared to SELL—

185 BOXES PREPARED OPIUM, now lying in store at SAN FRANCISCO.

80 BOXES PREPARED OPIUM, now lying in store at MELBOURNE.

110 BOXES PREPARED OPIUM, now lying in store at SYDNEY.

TENDERS will be received till NOON of TO-MORROW, the 21st October current.

Full Particulars and Conditions of Sale can be ascertained on application to the Undersigned, who does not bind himself to accept the highest or any Tender.

W. KESWICK.

Hongkong, 12th October, 1880. [1641

NOTICE.

TENDERS will be RECEIVED at this Office up till NOON of WEDNESDAY, the 27th instant, for executing REPAIRS to the ROOF of the CARPENTER'S SHED, Royal Naval Yard, according to Specification and Conditions, which can be seen on application to the Naval Storekeeper.

The lowest or any Tender will not be necessarily accepted.

E. B. JOREY,
Naval Storekeeper.

Hongkong, 12th October, 1880. [1631

NOTICE.

TENDERS will be RECEIVED at this Office up till NOON of WEDNESDAY, the 3rd proximo, for executing REPAIRS to LIGHTER SLIP, Royal Naval Yard, according to Specification, which can be seen on application to the Naval Storekeeper.

The lowest or any Tender will not be necessarily accepted.

E. B. JOREY,
Naval Storekeeper.

Hongkong, 19th October, 1880. [1661

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF THE ESTATE OF LAU PIK SHAN, LATE OF HONGKONG, SHOPKEEPER, DECEASED.

PROBATE of the Last Will and Testament (dated the 27th August, 1880.) of the said Deceased was granted to LAU U PAK on the 9th day of October, 188 .

All Persons indebted to or who have CLAIMS against the above Estate are requested to send in Particulars at once to the Undersigned, by whom all Debts will be received and Claims paid.

LAU U PAK,
Ho Loong Shop,
73, Jervois Street, Hongkong.

Hongkong, 13th October, 1880. [1642

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY.

IN LIQUIDATION.

A FOURTEENTH RETURN of CAPITAL and ACCUMULATIONS, at the rate of TWO TAELS (Tls. 2.0.0) PER SHARE, will be made to Shareholders of Record 8th October, payable at the OFFICE of the LIQUIDATORS on TUESDAY, 19th October.

WARRANTS will then be delivered by the Undersigned to SHAREHOLDERS or their lawful Representatives, on presentation of SHARE CERTIFICATES for endorsement.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 19th instant inclusive.

By Order,

RUSSELL & Co.,
Liquidators.

Shanghai, October 7th, 1880. [1m1632

NOTICE.

THE Undersigned, having, on the 17th February, 1880, taken over the Business of CHUNE WO & Co., which he has since conducted under the Name or Style of "CHUNE WO," begs to give Notice that the Firm will not be RESPONSIBLE for any DEBT or DEBTS contracted by the late CHUNE WO & Co.

CHUNE WO,
29, Praya Central.

Hongkong, 15th October, 1880. [1651

THE STAG HOTEL,

QUEEN'S ROAD HONGKONG.

This Hotel is centrally situated, and within a few minutes walk of the principal Landing Stages.

Tiffin at ONE o'clock. Dinner at SEVEN.

Good Accommodation for Visitors.

New English and American Billiard Tables.

35] J. COOK, PROPRIETOR.

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch establishment anywhere. All Orders for Goods have been executed under our own supervision and the best of materials used.

We have always enjoyed the patronage and confidence of the Gentry and Merchants of Hongkong and Ports near and far, but now we are afraid that as another firm has lately been started having a SIMILAR HONG NAME, our Customers may be misled and induced to think it is identical with ours.

Accordingly we give notice that we have NO CONNECTION WITH ANY OTHER FIRM, and respectfully ask our Customers and the Public to pay particular attention to our Address, given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING,
Fancy Goods and Silks Shop,
62, QUEEN'S ROAD CENTRAL,
Opposite the former site of the Chartered Bank.

Hongkong, 9th April, 1880. [617

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS;
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [31

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

BIRTH.

On the 16th September, the wife of JULIUS MANNICH, Esq., at Takow, Formosa, of a daughter (still-born).

MARRIAGE.

At St. John's Cathedral, on Saturday, the 16th inst., by the Rev. W. Jennings, Colonial Chaplain, EMILY CAROLINE JANE GRIMBLE, to WILLIAM CHARLES WOOLLETT, Lieutenant 108th Regiment.

DEATH.

At Amoy, on the 7th instant, HERBERT GEORG, youngest son of Mr. and Mrs. J. W. Danielson.

The Daily Press.

HONGKONG, OCTOBER 20TH, 1880.

WHEN the British flag was first planted upon the hillock named from that event Possession Point, (now the Chinese Recreation Ground), and the salvoes of artillery from the men-of-war lying in the newly acquired port reverberated along the solitary hill-sides of this island in salutation, perhaps not even the most sanguine of those who witnessed the ceremony anticipated the change which those desolate slopes were destined shortly to undergo. Even with experience of past British enterprise and colonising success, it would have been a tax upon the credulity of a spectator of the moment to have believed that, within the brief span which has intervened since the date of the formal incorporation of the pirate-haunted Island of Fragrant Streams into the British dominions, such mighty and material changes would have resulted in the aspect and circumstances of the newly erected Colony. Where once the waves broke upon the shore, which for ages past they had washed unrestrained, a costly breakwater, miles in length, now jealously guards the land which has been reclaimed from the waters; where but the fragile structure of mat and bamboo, the habitation of pirates and fishermen once stood, a lordly city rises, spreading along the shore for five miles, and climbing terrace over terrace, up the hill-side; the summits of the hills themselves being crowned with summer residences; where only paths, worn by the foot, once seamed the otherwise smooth face of nature, roads of such excellence as to call forth the admiration of every new arrival, ramify in all directions; while upon the face of the harbour, justly described as one of the finest in the wide world, whereon formerly vicious piratical craft once rested after their errands of bloodshed and destruction, peaceful argosies, the triumphs of modern naval architecture, now repose, flying the ensigns of many nations and bearing in their capacious hulls the produce, manufactures, and comforts of far-off lands to these transmogrified shores. In the air, too, float the sounds of a busy multitude, where but so recently silence and solitude reigned supreme. All this the growth of but four decades; this the result of British rule, and this the work of British energy and enterprise.

Driven, by the implacable hostility of the native authorities, from Canton, where first their feet rested in China, foreign merchants for a time found a home in Macao; but upon the acquisition of this island by England, they soon took flight from their temporary place of shelter, and settled here under the more genial auspices of British rule. The centralisation of foreign trade further became confirmed at this port upon the burning of the Factories at Canton in 1856.

Those earlier times were the *Halcyonei dies* of the China merchant. Trade was both brisk and profitable; money flowed in rapidly, and with little effort to obtain it; its expenditure was correspondingly lavish. Palatial places of business and of residence rose in numbers in all directions; establishments were maintained on an extravagant footing, and the names of the merchant princes of China came to be ranged parallel with those of the Indian nabobs.

For wealth was theirs, not far removed the date
When commerce proudly flourished through the state.

Those were equally gay times for those in subordinate positions in foreign hongs; clerks, or, as they are now euphemistically termed mercantile assistants, formed the bulk of the foreign population of the Colony, and were handsomely housed, maintained, and paid. Their existence was easy and luxurious, not to say voluptuous. Theirs was a joyous life. Many times and oft did fun wax hot and furious at the Junior Mess, that abode of conviviality, wherein the presiding deities were Ceres and Bacchus. The latter perhaps found too many ardent votaries among the youthful bloods of the day. Those will be found, however, now nursing a deranged liver, and sporting a fast-grizzling head, who heave a regretful sigh at the remembrance of the "good old times," now departed, when they assisted to make the rafters ring, the bowl to flow, and the Mexican to fly. *Eheu! fugaces.*

In the times spoken of, Hongkong was far more out-of-the-world than to-day, and when the Cavalier in the song in his rage and disappointment consigned his fickle lady-love to Hongkong he evidently intended her a serious mischief. Digressing for a moment, it may be said that the damsel in question might have done worse than to have resorted to the then outlandish spot, for the scarcity of members of her sex would have placed her at a flattering premium. It is true the denizens of Hongkong were then more cut off from friends at home, there being but a monthly mail; but there were compensating advantages, the opportunity of making money rapidly—the *primum mobile* of their presence in the East—being the chief of them. In those days the pulse of commerce beat actively. The harbour teemed with sailing vessels which made this port their terminus. These vessels discharged here, and in very many cases loaded at this point; here they docked, and here they refitted. Now that steamers of heavy tonnage have replaced the sailing-ships of old, the harbour is sparsely tenanted. These steamers arrive to-day, and depart to-morrow; they make this but a port of call, and themselves carry on the cargo for the North of China and Japan, which formerly underwent trans-shipment at this port. To merchants, dockowners, shipwrights, sailmakers, and shipchandlers, indeed to all trades and classes, the change is vital. For this they have mainly to thank the Suez Canal. It was a *dies infaustus* to Hongkong which gave it the Suez Canal and telegraphic communication. The assertion may savour strongly of heterodoxy, but facts are proverbially stubborn things, and the truth is that as surely as the substitution of steamers for sailing-ships destroyed the vitality of the industries and trades before mentioned, so surely has the telegraph annihilated speculation in trade, and limited transactions to a narrow range. The Suez Canal and the Telegraph are wonderful achievements, and eminently useful; to suggest the contrary would be to proclaim one's own imbecility, but to their existence must be ascribed, in the main, the decadence of this Colony as a money-making centre. Those marvellous triumphs of engineering and science, coupled with the weekly mails, have brought Europe close to our door, but with it have come the tightness and drudgery of Europe. China is no longer an El Dorado for the merchant and the trader. Commerce is reduced to a dead level by reason of the facility and rapidity of communication and transport. When shall we again see the fluctuations in opium, rice, shirtings, and other imports? When will tea and silk again yield such profits? Will the dollar ever again have its former value? When again will the exile make a short and brisk stay in China, and return home, while yet hale, with a competency, if not a fortune? Echoing the dolorous refrain of POE'S Raven, we are bound to quoth "nevermore!" Life in Hongkong at the present day is practical to a degree; it means hard labour, careful living, slow saving, enfeebled health, and a protracted exile. Would that this were but a pessimistic raving, and not the calm statement of hard fact. To the colonist it may be a consoling reflection that in Europe the shoe pinches yet harder; and when he thinks of the vanished glories of the past he must be content with what little balm he may be able to extract from the consideration that *destitutus ventis remos adhibe*, and accordingly ply his oar manfully. If the times are changed, so must he change with them. The Poet Laureate sings some encouraging lines apposite to the situation:—

Tho' much is taken, much abides; and tho'
We are not now that strength which in old days
Moved earth and heaven; that which we are, we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield.

We learn, by courtesy of the Superintendent of the Eastern Extension Telegraph Company, that the M.M. steamer *Ava*, with the next French mail, left Singapore for this port *viâ* Saigon at daylight on the 18th inst.

The *Japan Herald* says that the U.S.S. *Swatara* left Yokohama on the 2nd instant. Her engines require taking to pieces and overhauling, and it was deemed unsafe to allow her to remain in that exposed harbour, with no means of getting up steam if necessary. She will therefore proceed to one of the sheltered bays in the neighbourhood of Yokosuka, where she will remain until the necessary repairs are effected.

A useful and important addition to the means of local intercommunication was commenced yesterday by the laying down of a submarine telegraph cable between the Kowloon peninsula and Victoria. The locality selected for the crossing is the narrow strait between Hung Ham and Whitfeild Police Station, which is well clear of the roadstead and where there will be little or no danger of the cable being fouled by ship's anchors.

An inquest was held at the Government Civil Hospital yesterday afternoon before the Deputy Coroner, Mr. G. S. Northcote, and the following gentlemen as a jury:—Messrs. C. F. W. Peterson, A. C. Marshall, and O. E. Page, on the body of a Chinese male, name unknown.—Dr. Marques said—The body was brought to hospital yesterday evening. It was quite dead. I examined it and found that death was caused by the rupture of an aneurism of the aorta. There were no external marks of violence on the body.—Leung Amui, a married woman, said that about noon on Monday last she saw deceased coming from the Macao steamer wharf. He had a bundle and a basket in his hands. She suddenly noticed blood flowing from his mouth and as he was going on board a passage boat he began to stagger and fell down, the bundle and basket dropping into the water. Another woman assisted her to lift him up and she observed him looking very pale and blood was still oozing from his mouth. A lukong then came and took deceased away in a chair. Deceased was quite a stranger to her, she had never seen him before. By the Jury—She saw no one strike deceased. The bundle and basket did not seem to be too heavy for one man to carry.—No further evidence appeared to be forthcoming, and the jury returned a verdict of "death from natural causes."

Commissary J. Macfarlane, Commissariat and Transport Department, left yesterday by the Ocean Steam Ship Co.'s steamer *Bellerophon* for England. Mr. Macfarlane is one of the few remaining officers of the Department still serving under the Royal Warrant of 1st May, 1878, and now returns home, where, on arrival he will be placed on the retired list under the provisions of the Royal Warrant of 31st January, 1880. For some years past the departmental branches of the service have undergone so many changes and transmogrifications that it was sometimes difficult to know in what particular Department to look for one's friends. The subject of the present notice first joined the service as clerk in the Purveyor's Department in January 1855; served in Turkey 1855-6, Jamaica 1857-61 (commissioned Purveyor 1860), Devonport 1862-6, and Mauritius, 1867-70. He also served in the Control Department (Store Branch), in Woolwich 1871-3 and Manchester 1873-6 (Commissary, Commissariat Department 1875), and arrived in this command on the 14th February 1877, where he has since served as second in command to Colonel Sherviston who also recently returned to England to retire under the Warrant of January last. Mr. Macfarlane's commissions bear date, Purveyor, January 1860; Deputy Commissary Control Department, September, 1870; Commissary, August, 1872; and Commissary, Commissariat Department, November, 1875. He also did duty while in the Mauritius for some eighteen months as Staff-Paymaster. Two Commissariat Officers, Colonel Sherviston and Mr. Macfarlane, have now left this station to be placed on the retired list who were still in the prime of life and fit to render good service yet for years to come; the late warrant may possibly do some good in weeding out old and infirm men, but in the two instances named it is not so, and the public lose the services of two able and experienced officers. Mr. Macfarlane is succeeded by Assistant Commissary-General A. Meyer, who lately arrived here from the Portsmouth district.

Writing on the probable return of Tso Tsung-t'ang to Peking, the *Japan Herald* says that if he arrives when Admiral Lessofsky is also in the capital, it would not be surprised to hear that resistance to Russian demands was made, and that negotiations were broken off. There is a general expectation to the effect that Li and Tso, whose differences are now open, will proceed in their quarrel to extremities. Li has, however, a large army in Chihli, and Tso's troops are far away from Peking. However the dispute with Russia may end, it is probable that the differences between the various parties of Chinese politics will end in a serious struggle for power and ascendancy. If the Chinese provinces could be consulted, it would be seen no doubt that Tso has by far the largest number of adherents and sympathisers, and that Li has a much smaller hold on the affections of the Chinese people.

The list of cases set down for hearing in Summary Jurisdiction yesterday included a suit instituted by Mr. F. Gibbons, Registrar of the Supreme Court and Official Assignee, against F. S. Huffam, for the recovery of $788.17. The case was not called on during the day, the judge's time being occupied with the other causes on the list. The claim, we understand, is in respect of one of the estates of which Huffam formerly had charge and the object with which it is now brought is that, judgment being obtained against him, Huffam may be made a bankrupt and the confused accounts he left behind him when he went to gaol be thus finally cleared off. This course, however, is not altogether plain sailing as the defendant pleads the statute of limitations. The statute does not run against the Crown, and the question will arise whether the debt must be treated as a debt to the Crown or to private individuals.

Considerable alarm and excitement were created in town on Monday night. About nine o'clock what appeared to be a well organised attack was apparently being made on Hung Ham, shots appearing to be fired from all points of the compass into the village and a strong fusilade seeming to be going on for some time. Inspectors Grey and Lindsay collected an armed party of about thirty policemen from the Central Station and the Police Chop, and proceeded to the scene of action with all possible dispatch. War honours on this occasion, however, were denied them; nevertheless their vigilance is to be commended, and it is to be hoped that should occasion require their services they may be as promptly on the spot and as ready for action. The cause of the alarm, on investigation, proved of the most harmless nature, being simply the celebration of the wedding of one of the European employés at the Docks, in which the guests had allowed their too exuberant spirits to find vent in a display of fireworks of rather more than the usual dimensions.

POLICE COURT.

19th October.

BEFORE THE HON. M. S. TONNOCHY.

MENDICANCY.

Wong Akong, an elderly man, was charged with begging in the public streets on the 18th inst.

Defendant admitted the charge and said he was sick, he had bad eyes and was not obtain work. He expressed a desire to return to his native place, Liu Chan.

Discharged and a recommendation sent to the directors of the Tung Wah Hospital Committee, that the man may be admitted to that institution and provided with a passage to his home.

NO LIGHT OR PASS.

Tung Aman, a gardener, Lum Akum, a hawker, and Chin Alok, a rice-pounder, were charged with being in the public streets at an early hour on the morning of the 19th without either a light or pass.

P.C. Alexander McDougall said that he found the three defendants on the Recreation Ground at a quarter past two o'clock yesterday morning. They had neither lights nor passes, and he knew that the second defendant had been in gaol on three previous occasions for larceny.

First defendant said he went for a walk and when he found it was nine o'clock he could go no further so turned into the Recreation Ground to sleep there.

Second defendant said he had quarrelled with his brother, so went to the Recreation Ground to sleep there. He also admitted three previous convictions for larceny.

Third defendant said he went to the Recreation Ground and there fell asleep.

First and third defendants were each fined $1, in default, seven days' imprisonment with hard labour. Second defendant was fined $5, in default one month's imprisonment with hard labour.

UNLAWFUL POSSESSION.

Li Asze, a prostitute, and Chun Asung, a priest, were charged with being in unlawful possession of a jacket on the 18th instant.

Ho Amui, a widow, said that in June last she got a water carrier to pawn a silk jacket for her. She received the ticket and put it in her bed and did not miss it till the 18th inst., when, from information she received, she went to first defendant's brothel, in West-street, Taipingshan, where she found her wearing the jacket which had been pawned. On the first defendant being asked where she got the ticket she said a man named Chun Asung gave her the pawn-ticket and she redeemed it. Defendant declined to give up the jacket, and at witness's request they went to the station, where a charge was preferred against the female prisoner.

First defendant said she went to visit a friend in Sai Wo-lane about a fortnight ago. While there she met a man, second defendant, who used to visit her, and he gave her the pawn ticket. She redeemed the jacket on the 16th of this month. She did not know the jacket was the property of the complainant till last Monday, and she declined to give it up because the ticket had been given to her. She also said she had formerly lived in complainant's house, which is a sly brothel, and she was angry with her, (defendant) for leaving and going to a licensed house.

Second defendant said the ticket was given to him in July last, and as it was of no use to him he gave it to the first defendant. He also said complainant's house was a sly brothel, and the women had had a quarrel.

Case remanded till to-morrow.

BEFORE THE HON. NG CHOY.

BREACH OF THE OPIUM ORDINANCE.

Wong Kun Che, a tooth-powder maker, was charged with retailing prepared opium on the 18th instant without a valid certificate from the Opium Farmer.

P.C. G. Rogers said he entered a house in Shek Tong Tsui by virtue of a warrant at 5.30 p.m. on the 18th, where he found defendant and two other men smoking opium, and a glass case was produced which was full of opium concealed in a hole in the wall. He also found two pipes, two lamps, two pairs of scales, and seven shells, one of which contained opium.

Li Ayan, an informer, said he went to defendant's house on Sunday evening and bought three cents worth of prepared opium. The money was paid to defendant. He also saw two other men buying opium at the same time. He had bought opium at the same house on several previous occasions, and had also smoked there.

Chan Alok, a rice-pounder, said he went to the defendant's house on the evening of the 18th and purchased opium. He had just commenced to smoke when the police came in. The box in Court was his, and contained the remains of the opium he purchased there.

Defendant denied having sold any opium.

Fined $30 for retailing opium without a license, in default, six weeks' imprisonment, the opium found to be forfeited.

SHANGHAI.

Some vessels take an extraordinary time in making a passage from port to port. The British barque *Pym* has again distinguished herself in this particular. She occupied eighteen days on the voyage from Shanghai to Nagasaki. Some months ago the same vessel was three hundred and thirty-three days on a voyage from London to Yokohama.

We are informed that there are on board a steamer in the river some bricks from the Great Wall of China, which are very ancient. The wall was built by She Hwang-ti, between B.C. 259 and 210, probably about the year B.C. 215. In that case the bricks are over 2,100 years old. They were obtained while the steamer was discharging Chinese troops from Hankow in the vicinity of the Great Wall.

After a protracted struggle against steamers, the principal hong engaged in the northern junk trade has succumbed. The Ching-kung-ho firm has, however, gone down with honours; its liabilities are 200,000 taels, but it has, as assets, besides money, 21 junks, and 2,000 mow of land to meet the demands of creditors. On this our native reporter remarks that no firm or family has retained wealth for over a century, money comes and goes as unerringly as the flowing and ebbing of the tide. This firm in its day of prosperity—not long since—possessed a million taels.—*Courier.*

COMMERCIAL INTELLIGENCE.

TUESDAY, 19th October.

EXPORT CARGOES.

Per steamship *Glenartney*, from Canton to London—140,158 lbs. Congou, 159,315 lbs. Scented Caper, and 30,806 lbs. Scented Orange Pekoe.

Per steamship *Russia*, for London—7,753 pkgs. tea (177,411 lbs.), 920 cases preserves, 100 casks preserves, 160 bales waste silk, 100 cases chinaware, 62 cases bristles, and 41 cases sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..........3/9¼
Bank Bills, at 30 days' sight...3/9¼
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight ...3/9⅜ to 3/9¼
Documentary Bills, at 4 months' sight..........3/9¼ to 3/9¼
ON BOMBAY.—Bank, on demand ...225
ON CALCUTTA.—Bank, on demand 225
ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight..........73¼

SHARES.

Hongkong and Shanghai Bank Shares—62 per cent. premium.
Union Insurance Society of Canton—$1,550 per share.
China Traders' Insurance Company's Shares—$1,400 per share.
North China Insurance—Tls. 1,075 per share.
Yangtsze Insurance Association—Tls. 735 per share.
Chinese Insurance Company—$305 per share.
On Tai Insurance Company, Limited—Tls. 138 per share.
Hongkong Fire Insurance Company's Shares—$895 per share.
China Fire Insurance Company's Shares—$250 per share.
Hongkong and Whampoa Dock Company's Shares—6 per cent. premium.
Cosmopolitan Dock Company—Par (nominal).
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$22 per share premium.
Shanghai Steam Navigation Company—Tls. 3 per share (nominal).
China Coast Steam Navigation Company.—Tls. 120 per share.
Hongkong Gas Company's Shares—$80 per share.
Hongkong Hotel Company's Shares—$69 per share.
China Sugar Refining Company, Limited—$178 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Chinese Imperial Loan of 1874—(Nominal).
Chinese Imperial Loan of 1877—(Nominal).

CHARTERS EFFECTED.

The following settlements are taken from Mr. R. STEIL'S Freight Circular:—

American bark HANNAH W. DUDLEY, 1,098 tons, to New York, £1 5s. per ton of 40 cubic feet.
French bark FRANCE, 499 tons, Manila to London or Liverpool, £2 7s. 6d. per ton sugar, £3 5s. per ton hemp.
American ship A. H. SMITH, 1,457 tons, to San Francisco, private terms.
British bark LOTA, 472 tons, Keelung to Hongkong, two voyages, $2.60 per ton of 20 cwt.
British bark CHING-TOO, 301 tons, Newchwang to Hongkong, 40 cents per picul.
British steamer LORNE, 1,035 tons, Newchwang and Chefoo to Swatow, 35 cents per picul, respectively from Chefoo, 30 cents per picul.
British bark WILLIAM TURNER, 431 tons, to Chefoo and back, $3,000 in full.
French bark MARIE ALFRED, 308 tons, Haiphong to Hongkong, 24 cents per picul.
British steamer PENEDO, 652 tons, Haiphong to Hongkong (recharter), 25 cents per picul.
French bark COURRIER, 346 tons, to Singapore, $800 in full.
British steamer CRUSADER, 647 tons, Chinkiang to Canton, 22 Tael cents per picul.
British steamer TUNIS, 886 tons, to Saigon and back, 28 cents per picul.
Dutch steamer JAVA, 1,057 tons, Saigon to Hongkong, 25 cents per picul, and Haiphong to Hongkong (recharter), private terms.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
October 19th.

Barometer—9 A.M.	30.143
Barometer—1 P.M.	30.092
Barometer—4 P.M.	30.080
Thermometer—9 A.M.	77
Thermometer—1 P.M.	81
Thermometer—4 P.M.	80
Thermometer—9 A.M. (Wet bulb)	72
Thermometer—1 P.M. (Wet bulb)	74
Thermometer—4 P.M. (Wet bulb)	74
Thermometer—Maximum	81
Thermometer—Minimum (over night)	75

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.
October 19th.

BAROMETER, THERMOMETER, &c.	HONGKONG: Previous day at 4 P.M.	HONGKONG: On date at 10 A.M.	AMOY: Previous day at 4 P.M.	AMOY: On date at 10 A.M.	SHANGHAI: Previous day at 4 P.M.	SHANGHAI: On date at 10 A.M.	NAGASAKI: Previous day at 4 P.M.	NAGASAKI: On date at 10 A.M.
Barometer	30.07	30.17	30.00	30.05	30.07	30.08	—	—
Thermometer attached	81.0	79.0	85.0	77.0	70.0	64.0	—	—
Direction of Wind	ENE	ENE	ENE	NE	ENE	N	—	—
Force	4	3	4	2	4	2	—	—
Dry Thermometer	70.0	78.0	86.0	77.0	70.0	61.0	—	—
Wet Thermometer	73.0	70.0	78.0	72.0	65.0	61.5	—	—
Weather	b.c.	b.c.	b.c.	b.c.	c.	b.c.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of these in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

NEWS FOR THE ENGLISH MAIL.

THE GOVERNOR AND THE CITY HALL MUSEUM.

Elsewhere we reproduce an addendum to the City Hall Report for 1880, in which is included the case submitted to and opinion given by Mr. T. C. HAYLLAR, Q.C., as to the legal status of the Committee of that institution and the questions at issue between them and His Excellency the GOVERNOR, together with a despatch from the Chairman (Hon. W. KESWICK) to the Secretary of State for the Colonies. The City Hall Committee have done well to take counsel's opinion, and place the whole case before the Downing-street Authorities, inasmuch as the GOVERNOR has sought to confuse the facts by the admixture of sentiment and race prejudices. The opinion given by Mr. HAYLLAR is exceedingly lucid and to the point, leaving little to be said on the subject. As is pointed out by Mr. HAYLLAR, and as was stated by one of our correspondents, the whole question respecting the terms of admission to the Museum is contained in two brief documents, namely Sir RICHARD MACDONNELL'S minute and Mr. RENNIE'S reply. In reference to these Mr. HAYLLAR says:—"His Excellency therefore expected there would be certain restrictions, but he wanted to be quite clear that those restrictions would not include payment, and Mr. RENNIE'S reply is so framed as to remove any doubts dwelling in the Governor's mind on that subject. The question as to payment was the particular one present to the minds of both writers, and that point being cleared up, the Governor did not seek to bind the discretion invariably left to such bodies as this Committee, in making such reasonable rules as to order and the like as they thought fit." This interpretation of the documents must recommend itself to every person possessed of ordinary common-sense, and we fail to see how any other meaning could possibly be placed upon them. The rules of admission were only made after consultation with some members of the Chinese community, which is a plain proof that the Committee desired to study the convenience of the natives and pay respect to their wishes, although, as a matter of fact, at that time the Chinese had no interest whatever in the institution, and were neither subscribers nor contributors. Furthermore the Committee have, out of deference to the customs of the Chinese, set apart a day for the exclusive admission of Chinese women. These circumstances afford ample proof that the claims of the native community received full consideration from the Committee, and probably much more than Sir RICHARD MACDONNELL would have stipulated for had he entertained any idea that the Committee would act in an illiberal spirit.

The able despatch addressed to Lord KIMBERLEY by the Hon. W. KESWICK adds some further links in the case against the GOVERNOR, which it is to be hoped his Lordship will duly weigh. The non-compliance with the request of the Committee for a copy of the despatch of Sir MICHAEL HICKS-BEACH may well be deemed a sufficient excuse—if excuse were needed—for not altering the decision come to at the special meeting held in December, 1879. His Excellency the GOVERNOR has frequently taken credit for a desire to afford full information to public and for the early publication of documents, but circumstances have shown that he is not always anxious to lay documents before the public or to fulfil his ready promises to do so. We need go no farther for proof of this than the non-publication of the Colonial Surgeon's report for 1879 and of the letter of the Surveyor-General on sanitation, which the hon. gentleman specially asked should, in common fairness to himself, be published with the other correspondence on the subject. Other instances might be cited, such as the omission of Lord CARNARVON'S famous despatch, in which he severely criticised the GOVERNOR'S policy. The charge of a *suppressio veri* against the City Hall Committee, therefore, came with a bad grace from His Excellency. The disingenuous manner in which the GOVERNOR sought to make it appear that the decision of the Committee had been secured by a majority of one only is also exposed by Mr. KESWICK, who shows that the new rules were agreed to by a majority of six to three. Lastly, the energetic Chairman of the Committee demonstrates that the regulations made by the Committee are not so exceptional as the GOVERNOR would make out. Similar action has been found necessary in connection with the admission of natives to the Raffles Museum at Singapore, an institution which is wholly under the control of the Government of the Straits Settlement. Fortunately, however, for the people of Singapore, the administration there is not confided to one whose judgment is perverted and whose common-sense is clouded by that most disastrous of all manias in the Governor of any Colony containing a mixed population—the native race craze. The dispute has had its origin entirely in this circumstance, and, if Sir JOHN POPE HENNESSY should remain here for the remainder of the five years usually allowed to Governors, it is not likely to be the last. We can only hope that the very fair and able statement of their case forwarded to the Secretary of State by the City Hall Committee will serve to convince that official that they are in the right on a question of principle. To concede what the GOVERNOR asks would be a complete surrender of their freedom of action and an acknowledgment of the right of the Government to assume complete control of the City Hall. This is really what the Committee are contending for, and in this contention the entire community will, we are confident, support them to the bitter end.

PROPOSED NEW ROUTE TO CHINA.

The desire to bridge distance and bring the great commercial centres of the world into closer communication has in our time led to the projection and accomplishment of some wonderful undertakings. Of these enterprises the Suez Canal and the Panama Railway are the most conspicuous examples, but a greater work than either will doubtless soon be commenced to save the long and dangerous passage round Cape Horn. The Suez Canal has revolutionised the trade with China, and reduced the distance by almost one-half. Engineering skill has triumphed over so many obstacles, and achieved such marvels that it is not surprising other projects to still further shorten the route to the Far East should be conceived. Before us lies a pamphlet written by Mr. T. E. MARSHALL, Harbour Master of Madras, advocating a scheme for a Canal across the Malayan Peninsula, which he claims would enable the English mails for Hongkong to be delivered in 29½ days, or a saving of 6½ days on the present route. The approaching completion of the Madras Harbour works, which will, it is anticipated, give the port smooth water, and lead to the disappearance of the surf, which at present renders landing so difficult an undertaking, has set Mr. MARSHALL considering how the interest on the enormous sum expended on the works (some £628,000) is to be paid. Casting about in search of the ways and means, he has arrived at the conclusion that by bringing Madras into direct communication with China, it would be raised to the position of a great commercial port and city. His scheme is that the mails should, instead of being conveyed *viâ* Galle and Singapore, be carried from Bombay to Madras by rail, and from Madras across the Malayan Peninsula into the Gulf of Siam and thence to Hongkong. Either a canal or a railway would be necessary across the Malayan Peninsula, and Mr. MARSHALL believes the former to be practicable. He proposes the Canal should be cut from the right bank of the Pakchan river, the entrance to which lies in lat. 10 degrees north, and long. 98 deg. 32 min. east. By utilising the river, which is navigable at present to a great extent, for a distance of thirty miles, the town of Pakchan would, he says, be reached, where the extreme width of the peninsula to the eastward is only twenty-six miles across. Mr. MARSHALL proceeds to give the following particulars of the navigation of the river and of the character of the locality, derived from a recent survey:—

The Pakchan river debouches into the Bay of Bengal in latitude 10 degrees north and separates British Territory from that of the King of Siam. The river at its entrance is two miles wide and is navigable to a considerable distance, the depth in some places being 10 to 12 fathoms. Its banks are densely wooded on both sides and numerous small rivers and creeks debouch into it. The principal of these on British Territory is the Maliwoon river, called after the town of that name. Maliwoon is noted for its tin mines, which are located on high hills about twelve miles from the entrance of Maliwoon Creek and about twenty-five miles from the entrance to Pakchan river. The B. I. S. N. Company's steamers call here once a month, anchoring sometimes five miles up Maliwoon Creek, and sometimes off Renong Creek on the Siamese side. The town of Renong, where the Rajah lives, is rising in importance and exports a large quantity of tin from the adjacent mines. This town is in fortnightly steam communication with Penang and Rangoon. Fresh water and all kinds of provisions and firewood are obtainable here.

The projector claims that in the Pakchan river a nucleus for the construction of the canal exists so far as the western outlet is concerned. With reference to the eastern outlet, which would fall into the Gulf of Siam, he writes:—

From the town of Pakchan in a south-easterly direction, and at a distance of twenty miles, stands the town of Champong or Champoonie, in latitude 10 degrees 29 minutes north, abreast of the bay of that name, into which the Champoonie River debouches. The bay runs three miles north and south and is two miles wide. It is formed between a projecting headland to the north called Koh Quang and the terminating headland of a range of hills extending in a north and south direction about four miles called the Matsee Range. The river runs into the southern extremity close past the Matsee headland. The soundings in the bay range from two to five and six fathoms of water free from dangers to navigation. Of the river itself no information is obtainable, but from an inspection on the chart of the bay and its soundings we may safely infer that no great difficulties are likely to be encountered in order to open a suitable entrance to the canal from the bay to the river and possibly to the town of Champoonie itself. Riding at anchor in the bay during the N.E. monsoon may be inconvenient, but there cannot possibly be a heavier sea on than in our own roadstead during the same season. During the S.W. monsoon the anchorage would be quiet and safe.

So far the difficulties in the way of the undertaking have not been touched upon, but Mr. MARSHALL is, when referring to the physical aspect of the country, obliged to confess that "there may be insuperable difficulties in the way of a canal owing to the very mountainous nature of the country." He hastens to add, however, that there may be found valleys and rivers which could be utilised in cutting the canal, though its length might be thereby increased. We should think this highly probable. But in case the canal should be impracticable or too expensive, Mr. MARSHALL falls back upon his scheme for a railway, and urges that, as the country is fertile and productive and fairly populated, the line would be successful. Without wishing to throw cold water upon a scheme which is the outcome of a laudable motive, we are bound to say we do not think there is any chance of its ever proving a financial success. The Canal would cost a vast sum of money, and the saving in time would principally affect the mails. Outside steamers would hardly care to pay the Canal dues and at the same time lose the chance of cargo at Singapore and Penang, for the sake of the saving of two or three days in the trip. With the exception of the direct steamers from Calcutta, and, possibly, a few tea steamers at the commencement of the season, none but the mailboats would use the canal. Trade between China and Madras there is none. Passengers and mails could not pay without cargo boats. The railway would also be a very expensive work, and passengers would scarcely relish the frequent changes which this route would involve. There would be a decided gain in the delivery of the mails, but that would probably, owing to the numerous changes, be less than is estimated. There is also one other consideration. The canal or railway would have to pass through a considerable stretch of Siamese territory, and it is by no means certain that the Government of that country would sanction its construction. It is true that some arrangement might possibly be come to with Siam for the cession of the little strip of territory required in return for a slice farther north; otherwise unpleasant disputes would be likely to arise. If the people of Madras are in earnest over the project elaborated by their Harbour Master, they had better have a survey made and see if the canal can be made at a reasonable cost. We must confess to some scepticism on the point, but shall be glad to learn that we are mistaken, and that what seems to us not a little utopian is really a very feasible enterprise.

HONGKONG CITY HALL.

ADDENDUM TO CITY HALL REPORT FOR 1880.

City Hall, Hongkong, 1st October, 1880.

As His Excellency Sir John Pope Hennessy, in a speech at a meeting of the Legislative Council held on the 10th September last, stated that the Committee of the City Hall had no legal status and that they had not put before the public all the facts in connection with the Government Annual Grant of $1,200, the Committee have submitted a case for the opinion of Mr. T. C. Hayllar, Q.C., in which they asked him to advise generally as to the position of themselves and of the shareholders, and particularly as to the person to whom the Government Grant should be paid.

The Committee think it only fair to themselves and to the public to place the case so submitted and the opinion thereon, before the Secretary of State for the Colonies, and for the information of the shareholders and subscribers to publish the same, together with their letter to the Secretary of State, as an addendum to their Annual Report.

As will be seen from the following documents, the whole of the facts and papers in the possession of the Committee were submitted to counsel at the time of asking his opinion.

W. KESWICK,
Chairman, City Hall Committee.

CASE SUBMITTED TO COUNSEL.

The opinion of counsel is requested by the City Hall Committee with reference to their position as regards the Government of Hongkong.

The facts as to the way in which the Committee were elected are shortly as follows:—

In the year 1861 a meeting was held at the Hongkong Club to take into consideration a proposal for the erection of a building for purposes of public amusement in Hongkong. At this meeting, which was well attended, Mr. C. W. Murray was the Chairman, and he told those present that the Government had offered a piece of ground on the west side of the Parade Ground upon part of which the Harbour-Master's office then stood, provided that the Harbour Master's office was rebuilt upon another site. It was proposed that the necessary funds should be raised by the issue of shares representing one hundred dollars each. (A copy of the form of scrip is attached.)

A provisional Committee, consisting of Mr. Murray, Mr. Pollard, and Mr. Owen, was appointed to obtain a site and to collect funds. They had power given them to add to their number, and did so by associating with themselves a merchant (A. Turing), a Banker (H. Noble), and a member of the Government (W. H. Rennie).

Nothing appears to have been done publicly after that meeting until the 31st December, 1863, when the Provisional Committee published a circular, which sets out (1) that an application for the site previous referred to had with the consent of the military authorities been forwarded by the local Government to the Secretary of State for the Colonies, (2) the space that would be at the Committee's disposal, (3) the urgency of the want that exists, (4) an application for funds. A copy of the circular is attached.

In May, 1864, another public meeting was held at the Club, convoked by Mr. Murray for the Committee, and at the meeting it was announced that $15,000 had been collected; that the Committee proposed to add $35,000 by means of shares, and that Mr. Jardine had offered $50,000 at a very low interest on condition that the former sum be made up. Resolutions were passed:—(1) That the retiring Committee be re-elected with power to add to their number and to supply vacancies, and authorising them to take all necessary measures for the completion of the undertaking. (2) That the Committee be authorised to consider the proposal of Government as to site and rebuilding Harbour-Master's office apart from the City Hall and to execute the necessary works. (3) That the further funds required should be raised by shares of $100 each, the liability of shareholders to be limited to the amount of their shares. (4) That the $50,000 worth of shares belonging to Mr. Jardine should be preferential and bear five per cent. interest, &c. (5) That the Committee be authorised to arrange for plans and estimates. (6) That the Committee be authorised to make terms with the Chamber of Commerce and to reserve free accommodation for the Libraries of the Morrison and Royal Asiatic Societies and of the London Mission. Funds were received by Mr. Murray on account of shares, and the latter were issued to the public.

A public meeting was held at the Club House on the 29th August, 1866 (a copy of the advertisement is attached), at which it was decided to accept Awah's tender and to proceed with the building at once. The foundation stone was laid by the Governor on the 23rd February, 1867. The building Committee published their report on the 26th June, 1869, and a meeting was called for the 28th June, 1869, at which the report was adopted and the accounts passed. At this meeting a new Committee was elected, consisting of Messrs. Keswick, Gibb, Pollard, Kresser, Berwick, Rowett, and Helland.

It was proposed that this new Committee should be empowered to look after the conduct, management, and maintenance of the building, and further that the said Committee should be entrusted with the drawing up of rules or by-laws relating to the theatre, &c., and to call meetings, with power to fill up vacancies. As far as the Committee are aware, no trust deed vesting the building in Trustees has ever been in existence, nor have they any means of knowing how the names of Messrs. Turing, McDonall, and Ryrie came to be inserted in the Crown Lease of the land.

A copy of the Crown Lease and of all the minutes or documents that have been before the Committee with reference to the Government grant of $1,200, together with a copy of their report in which the correspondence between them and the Government is set out, are also submitted herewith.

Attached will be found copies of such correspondence as the Committee possess with reference to the payment of the Government grant. It must be borne in mind in reading this that, from about 1872 till March 1877, Mr. Ryrie was the Hon. Treasurer, and as such the Government grant would find its way into his hands. Before 1872 Mr. Berwick was Honorary Treasurer, and since March 1877 Mr. Sassoon has acted in that capacity. As far as the Committee know, Mr. Ryrie never has received the Government grant direct from Government.

The Committee would be glad if counsel would advise generally as to the position of the Committee and the shareholders as to the City Hall, and give a definite opinion on the following points:—

1.—Whether Mr. Ryrie has any right to receive the Government grant from the Government on behalf of the Committee, he not being their Treasurer nor authorised by them to do so; and if so, subject to what trust does he receive it?

2.—Who is the proper person to receive the Government grant from the Government?

3.—Whether the lessees are trustees on behalf of the shareholders in any way, and if so, for what purposes?

4.—Mr. Ryrie not now being a member of the Committee, has he any voice in the management of the Institution?

5.—Whether steps ought to be taken by the Committee to supply the places of those lessees who have left the Colony, and if so, what steps?

6.—Whether the regulations contained at page 10 of their Report are such a breach of the understanding come to between Mr. Rennie on their behalf and the Government as to entitle the latter to withhold payment of the Government grant on that ground.

OPINION.

The funds for the erection of the structure were raised it appears in three ways; first, by public subscription, (2) secondly, by the issue of shares, and (3) thirdly, by a loan from Mr. Robert Jardine of $50,000 secured by what are termed preferential shares—that is, as I understand, by shares bearing a right to a certain interest in preference to those held by other persons. Apart from this right, Mr. Jardine's shares seem to stand on the same footing as those of other shareholders. For the purposes of this case, however, it is not necessary to define the legal position of the subscribers.

The scheme, first introduced to the public of the Colony in the year 1861, took some years to mature, and negotiations with the Government for a suitable site extended over a considerable period of time. The objects of the promoters from time to time underwent certain alterations. The final shape they assumed was accurately and fully explained to the Government of the day by Mr. Rennie as Chairman of the Committee, in his letter of the 2nd October, 1868, and in view of the attitude assumed by the Executive towards the Institution in C. S. O. No. 653 of the 11th June, 1880, it is important to note what these were. The edifice it appears was adapted to provide space for public meetings and assemblies, for the Chamber of Commerce, for dramatic representations, for a Library, and, as a special addition to the original scheme, for a Museum.

Now these purposes taken as a whole, are not, strictly speaking, public purposes, although perhaps in ordinary parlance they may fairly be so described. They are quasi-public only, and with regard to this particular building, to the way the bulk of the money was obtained, and to the mode of its management, it is abundantly clear it has never been dedicated to the public. The structure and the ground on which it stands are private property restricted, in a way to be presently explained, to certain quasi-public uses, vested in shareholders whose legal *status* it is important to understand. In the first place, I observe with regard to this body, that as *inter se*, there has never been any agreement or association, in writing or otherwise. Their rights depend on what took place at the public meetings authorising the issue of such shares, and on the terms of the "share" or "scrip" issued to each shareholder. The specimen document I have before me headed "Hongkong City Hall", and dated 7th February, 1866, is signed by three members of the Committee, two of whom, Messrs. McDonall and Turing, subsequently became lessees of the land, and a receipt for the full amount subscribed is signed by Mr. McDonall as Honorary Secretary and Treasurer. It also purports to be transferable, and it was no doubt intended, although the document does not say so, that each share should entitle the holder to a dividend arising out of the profitable use of the contemplated structure, subject to Mr. Jardine's prior right to 5 per cent. on the $50,000 he had advanced. There was thus an element of private enterprise in this undertaking, which, though subordinate to its main object, has an important legal effect. The Committee are not it appears in possession of evidence showing how the names of Messrs. Turing, McDonall, and Ryrie came to be inserted in the Crown lease; but the inevitable inference from all the circumstances is that they executed the lease as nominees and agents for the Committee. As to the two of them who had signed the "shares," they necessarily took the lease subject to the rights of the shareholders, and there is no room for reasonable doubt that Mr. Ryrie, who must have had full knowledge of all that occurred, stands on precisely the same footing in this particular, as his co-lessees.

Now this Crown lease is, through some misconception, printed in the *Government Gazette* of the 11th September, 1880, under the Title of the "Trust Deed of the City Hall," and it is, I presume, in this misconception, that the somewhat confused notions as to Mr. Ryrie's powers which find their place in the C. S. O. already alluded to have had their origin. Mr. Ryrie does not, as there alleged, "stand in the position of a trustee for the purposes for which the lease was granted by the Government;" but when he executed the lease he became by operation of law arising out of the circumstances of the case one of three trustees for the shareholders who as he knew had subscribed their money, and his "legal estate" became and is subject to their beneficial interests; which is a very different thing.

Turning now for a moment to this Lease, which bears date the 6th day of March, 1866, I find that, in consideration of five current dollars then paid to the Crown, and subject to an annual rental of one dollar, the Crown assigned to the three above-named lessees, their executors, administrators, and assigns, the land on which the City Hall structure now stands for a term of 999 years, the lessees covenanting to build upon it a building costing not less than $10,000 within a specified time, and not to "use the said demised premises otherwise than as and for a City Hall," there being a proviso for re-entry by the Crown for breach of such covenant, preceded by a recital that the demise had been made in order to provide a fit and proper site solely for the purposes of the said City Hall. The lease also contains a covenant not to let, underlet, mortgage, or otherwise assign over the land. With the foregoing exceptions the lease is an ordinary Crown Lease. The relationship established by it between the Crown and the lessees is simply that of landlord and tenant, and so long as the conditions and covenants of the lease are observed, the Crown has no concern with the building, its internal affairs, or its mode of management. The mixed purpose which the City Hall was intend to subserve and the mode under which the money had been subscribed no doubt dictated this form of lease, which under the circumstances, was a very correct one, for, if the land had been conveyed in trust, the very delicate questions might have arisen, which the Executive has now sought to raise. Happily such complications seems to have been foreseen, and provided against.

Now what are the rights of the shareholders in this building? are they, in view of the shareholders being more than 20 in number, having no corporate existence and being engaged in an enterprise from which the element of private gain is not absent, such as can be legally recognized or legally enforced?

I have no doubt they can. They never having been any agreement *inter se*, among the shareholders, they are not partners, and though their money was subscribed for a common purpose, there has never been any such association between them for the carrying out of that purpose as required the shareholders to be registered as a company. Doubtless it must be taken to have been the intention of the shareholders to divide the profits from the use of the Hall, if they were any, among themselves rateably; but it is now settled law that part owners who divide what is obtained by the use of the thing owned are not thereby constituted partners. (See Smith v. Anderson—*Times*, 17th July, 1880.)

It has been held that if tenants in common of a house let it and divide the rent among themselves they are not on that account partners, although they may pay for the repairs out of the rent before dividing it. The rights and obligations of the shareholders in the City Hall are those of co-owners, each shareholder having a right to transfer his interest in the building without the consent of his co-owners, and having no liability for the debts incurred in the management of the concern, beyond what he has specially un-

dertaken to defray. Rights such as these are enforceable in equity (see Taylor v. Salmon, 4 Mylne and Craig, 134) and amount to a beneficial interest in the property, giving each shareholder a definite voice in its control and management. The contributions to the City Hall having been unequal in amount the beneficial interests of the shareholders are equivalent to those of tenants in common. In other words, their existing rights are for all practical purposes those of tenants in common.

Now the rights which they themselves possess the shareholders can legally delegate to others, and it therefore follows that a Committee of Management constituted and selected by the shareholders is beyond all doubt a legally constituted body possessing all the necessary powers for the management of the City Hall edifice, in the same way as is the Committee of a Club or of any other kindred society with numerous and fluctuating members, competent to conduct its affairs. The rights and responsibilities of such Committees have been frequently defined in Courts both of law and equity.

In point of fact it was with a committee so appointed, of whom Mr. Rennie was then chairman, that Sir Richard MacDonnell opened the negotiations which eventuated in the Government grant of $1,200 for the purposes of the Museum, to whom or to whose appointed officer it has always been paid and whose receipts have been hitherto accepted as sufficient. In the same way it has been with just such a Committee, through their Secretary, that the present Governor has engaged in correspondence and negotiation and with the names of whose constituent members he was acquainted, as is shown by his speech at the Legislative Council as reported in the Government *Gazette* of the 11th instant. His Excellency's statement in the same speech that those gentlemen "have no legal position whatever as far as the City Hall is concerned," seems therefore, with all due respect, to be rather more forcible than accurate.

Now this annual grant of $1,200 had no relation to the lease of the ground or the rights existing under it whatever they were. The paper published by His Excellency demonstrates this. The negotiations were opened with Mr. Rennie, an officer of the Government, who was chairman of the committee, but not one of the lessees. Mr. Rennie wrote throughout "on behalf of the Committee," and the only pretext for saying that the grant was made to the lessees arises out of the equivocal use of the word "Trustees," in Governor MacDonnell's minute of the 11th May, 1869. It has apparently been assumed that His Excellency, in using this term, referred to the lessees.

These gentlemen however have never been so described in any legal instrument, and I fail to find anything in the correspondence between him and Mr. Rennie giving even the faintest indication that the Governor had the lessees present to his mind at all during the negotiation for the grant. The evidence as printed is all in favour of Sir Richard MacDonnell having by the term "Trustees" in point of fact alluded to the "Committee." In the absence of any letter or other evidence of any request made by Mr. Rennie between the dates of his letters of the 2nd and 3rd October and the 11th May 1869, it must be taken that the request alluded to in that minute was the one contained in Mr. Rennie's C.S.O. of the 2nd October, in which he says that "the Committee trust that a grant in aid of the fittings, and a small annual contribution towards the working expenses, may be placed on the estimates for 1869, now in course of being laid before the Legislature." Moreover if in alluding to "Trustees" he meant the "Committee," His Excellency used a quite accurate expression, because the grant of this especial fund differing from the grant of the land, was made for a purely public purpose, and the recipients of it doubtless did become "trustees" for public purposes. The fact of the payments having been from the commencement made to the Committee or their officer, afford a practically unanswerable argument in support of this view.

There is another point opened up by the C.S.O. of the June, which requires a passing notice. I allude to the statement that the legal estate under the lease for the City Hall is vested in Mr. Ryrie as "sole surviving lessee;" I do not regard this as a correct view of the case. Looking at the lease and the surrounding circumstances, I think that the estate taken by the three lessees was that of tenants in common and not of joint tenants, that there was therefore no *jus accrescendi* or benefit of survivorship, and that to the personal representatives of Messrs. MacDonall and Taring (if it be a fact that the latter is dead) have passed the interests in the lease held by the deceased lessees. But for the assertions as to Mr. Ryrie's powers in the C.S.O. of June last, this question would be one of little practical importance; as they have been so made, it is necessary to point out that technically they rest on an unsecure foundation.

For the forgoing reasons I am therefore of opinion:—

1.—That Mr. Ryrie is not, under the constitution of this Society and under the arrangements which have hitherto prevailed, the proper person to receive the Government grant, he not being the Treasurer for the Committee or authorized by that body to receive of apply the money.

2.—That the proper person to receive the Government grant is the person appointed by the Committee of Management for the time being to do so.

3.—That the lessees are trustees for the shareholders in the way and for the purposes I have already fully explained, only; that is to say, the land and building are vested in them subject to the rights, powers, and privileges of the beneficial owners.

4.—That Mr. Ryrie having retired from the Committee has no voice in the management of the Institution, and that so long as the Committee keep within the covenants of the lease he has no right to interfere with the internal concerns of the Society.

5.—I see no necessity, at any rate at present, for the Committee to take steps to supply the places of those lessees who are dead or who have left the Colony. Such steps would involve an application for a new Crown Lease, in the granting of which difficulties would probably be made. The proper course for the Committee to adopt is to call upon Mr. Ryrie and the representatives of the deceased lessees to execute a deed declaratory of the rights of the shareholders.

6.—The regulations contained at page 10 of the Committee's report are not such a breach of the understanding come to between Mr. Rennie on their behalf and the Government as to justify the latter in withholding payment on that ground.

The terms on which the grant was made are contained in Governor MacDonnell's minute of the 3rd October 1868, and Mr. Rennie's reply of the same date. They are as follows:—

MINUTE BY HIS EXCELLENCY THE GOVERNOR.

"Mr. Austin—This memorandum omits to answer my principal inquiry, which I shall now put in plainer words. Are the Museum and Library to be managed on liberal terms, and, if so, on what?

"Is any subscription to be necessary to entitle any member of the Community who behaves himself quietly and is decently dressed, to visit the Museum and Library and even to read in the latter place, as is the case in Melbourne, where one of the noblest institutions in the world is free to all the world? If perfect freedom of access is not to be allowed, as is probable, what are to be the restrictions?

"R. G. MACDONNELL.

"3rd October, 1868."

REPLY OF THE CITY HALL COMMITTEE.

"The whole of the arrangements upon which the City Hall is to be managed have not been definitely fixed, but there never has, I believe, been any thought of having the admission to the Museum and Library otherwise than perfectly gratuitous, and open, as His Excellency states, to all well-dressed and well-behaved persons.

W. H. RENNIE,
On behalf of the City Hall Committee."
"3rd October, 1868."

His Excellency therefore expected there would be certain restrictions, but he wanted to be quite clear that those restrictions would not include payment, and Mr. Rennie's reply is so framed as to remove any doubts dwelling in the Governor's mind on that subject. The question as to payment was the particular one present to the minds of both writers, and that point being cleared up; the Governor did not seek to blind the discretion invariably left to such bodies as this Committee, in making such reasonable rules as to order and the like, that they thought fit.

Now differences of opinion may be of course entertained as to the advisability or otherwise of some of the rules of admission originally adopted by the Committee, but in view of all the circumstances of the case it is idle to contend that they did not satisfy the conditions of the grant, they were made, it appears, after consultation with members of the Chinese Community, and it is quite within the grounds of probability that they better consult the real feelings and wishes of that vast majority of this curiously exclusive people who are unaccustomed to the society of foreigners, than the modification subsequently made.

In judging of the action of the City Hall Committee it is as impossible, as it would be unfair, to lose sight of the fact that in their own institutions (take, for example, the Tung Wah Hospital, which received and receives assistance from funds of the Colony) their aim has been to exclude foreign assistance or interference. Action of this kind indicates the existence of feelings to which the Committee were justified in paying deference.

However this may be, these rules were for many years accepted by the Executive, and the money has been paid to the Committee, while they have been conspicuously exposed at the principal entrance door of the Hall, more than one grant having been made after the present Governor's attention had been specially directed to this notice, as is shown by the dates of these payments and by His Excellency's allusions in his speech at the Legislative Council to his "friend Mr. Palgrave" as being one of those who had called his attention to the notice, that gentleman not having been within my knowledge in the Colony since the summer of 1877, and by His Excellency's letter to the Committee of the 28th March, 1879, with reference to the opening of the Museum to the Chinese on Sundays. It was not, however, till the 19th September, 1879, that His Excellency, to use his own word, "found it necessary to discontinue the annual grant of $1,200," and the withdrawal of the grant was not specifically put upon the ground of the notice being a "violation of the conditions on which public money had been voted to the City Hall" till some months later, viz., on the 10th January, 1880, when the original notice had been modified under what the Committee had thought were terms of compromise with His Excellency in such a way as practically to provide for the admission of any respectable person of any nationality at all times at which the Museum is open (save Saturdays, which are reserved for Chinese women and children) gratuitously upon application. To me it seems little short of an abuse of language to speak of this modified notice, as a violation of Governor MacDonnell's conditions. The one test of admission at all times has now become respectability, in other words, the quiet behaviour and decent dress of Governor MacDonnell's minute of the 3rd October, 1868, and not nationality. On the other hand, however, is not the withholding of the money for the last six months of 1879 and for the first half-year of 1880, which had been duly voted, or the paying it to Mr. Ryrie, if it has been so paid, with the obvious object that it should not reach its proper destination, a breach of contract? and could not a suit under the Civil Code of Procedure be, if necessary, successfully maintained by the Committee against the Government or against the Government and Mr. Ryrie according to circumstances? The answer to these questions may properly stand over pending the decision of the Secretary of State, before whom, it seems, all the papers have been laid.

THOS. C. HAYLLAR.
Hongkong, 23rd September, 1880.

The CHAIRMAN of the CITY HALL COMMITTEE to the SECRETARY of STATE for the COLONIES.

City Hall, Hongkong, October 1st, 1880.

To the Right Honourable The Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, &c., &c., &c.

MY LORD,—The Committee of this Institution regret to have to again address you with reference to the matters dealt with at some length in their letter of the 13th May last.

Had it not been for the statements made by His Excellency the Governor at a meeting of the Legislative Council held on the 10th September last with reference to the conduct and position of the Committee, the latter would have refrained from again troubling your Lordship and would have awaited an expression of your opinion upon the statements already presented to you. As however His Excellency thought fit at that meeting to express his surprise at the action of the Committee in not acceding to the proposal made by him, as he stated at the suggestion of the Secretary of State that the experiment of opening the Museum at all hours indiscriminately should be tried for six months, the Committee think it only fair to themselves to state that on the 11th June, the date upon which they received a letter from the Colonial Secretary containing this proposal, the letter addressed to your Lordship on the 13th May had been almost a month in the hands of the Governor, and that although on the 4th June they had asked whether any despatch had been received by the Colonial Government from the Secretary of State for the Colonies with reference to the matter, and, if so, to be furnished with a copy, they had received no reply to these enquiries notwithstanding that the despatch referred to must have been in His Excellency's possession for a considerable time.

The despatch from Sir Michael Hicks-Beach was also referred to at the meeting of the Legislative Council the other day, but has not been furnished to the Committee, although applied for by them, in order that they might submit it with the other documents to Counsel.

The Committee have always been most anxious to listen to any suggestion that might be made either by your Lordship's predecessor or yourself, but as they found that the despatch to your Lordship had apparently not been forwarded as requested, but had been kept back by His Excellency for a considerable time after it had been forwarded to him, they thought it unwise to alter the decision that had been come to at the special, and what the Committee considered a final, meeting held in December, 1879, at any rate until after receiving a reply to their letter of the 13th May.

What regard to the charges brought against the Committee of omitting to bring to the notice of the public the Lease of the ground on which the City Hall stands and the minutes and correspondence relating to the Government grant, the Committee have only to state that the whole of these documents were laid before the special meeting held in December and were fully discussed and considered thereat.

As from what His Excellency stated your Lordship might infer that these new rules were agreed to by a majority of one only, the Committee think it right to state that the following gentlemen were present at the meeting, viz.: Hon. W. Keswick (Chairman), Hon. W. H. Marsh, Hon. P. Ryrie, H. Hoppius, Esq., D. Ruttunjee, Esq., F. D. Sassoon, Esq., W. H. Forbes, Esq., His Honour the Chief Justice Sir John Smale, and His Lordship the Right Reverend Bishop Burdon, and that new rules were agreed to by a majority of six to three. The only reason that the Committee did not discuss the second article of the basis of settlement was that they thought, as His Excellency had agreed to be bound by the majority at the meeting, that it was unnecessary to put on record that they considered that His Excellency was wrong in supposing that the original understanding with the Government had been departed from.

As your Lordship might suppose from His Excellency's speech that the meeting held in December was in consequence of the letter quoted by His Excellency as having been received by him from the Chief Justice, the Committee think it right to point out that the "basis of settlement" upon which alone the special meeting was agreed to and referred to in their letter to you of the 13th May, emanated from a totally different source, and that the meeting was held upon the plain understanding that His Excellency would feel bound by the vote of the majority present at that meeting.

In order to place the matter fairly before your Lordship and those interested in the City Hall and to refute the accusations contained in the Governor's speech, the Committee have laid all the facts and documents in their possession or of which they are cognisant before Mr. T. C. Hayllar, Q.C., in order to obtain a legal opinion as to the status of Mr. Ryrie and his co-lessees, and have printed same as an addendum to their Annual Report which was issued in August last. A copy of that report and of the addendum containing the case laid before Counsel, with his opinion thereon, they enclose for your Lordship's information.

With reference to the value of the ground upon which the City Hall stands His Excellency stated that it is valued at $70,000 or more. The only remark the Committee would make as to this is that the ground was claimed both by the Imperial and Colonial authorities, and that even if it were the sole property of the latter, they have precluded themselves, by the Leases granted to the holders of the adjoining lots to the westward, from selling for ordinary building purposes Lot No. 82, upon which the City Hall now stands; and even if it could have been sold in 1866 for ordinary purposes, its marketable value would have been under $10,000.

At the conclusion of His Excellency's speech at the Legislative Council he said:—

"The question now arises, whether we are to pay the rate-payers' money to these gentlemen who have no legal position whatever as far as the City Hall is concerned, who are violating every engagement they made to the Government, but above all, who are endeavouring at this time, in the nineteenth century, to retain in Hongkong the last little remnant of intolerance in the shape of their notice."

With reference to their legal standing, as your Lordship will see, the opinion of the only Queen's Counsel in the Colony is that the Committee have a perfectly legal position, and that it had up to the 19th September, 1879, always been recognised by the Government. As to their violating the engagement between them and the Government, Counsel states that in his opinion they have not done so; and finally, as to intolerance, as the Committee have already pointed out, the rules as to admission were made as much for the benefit of the Chinese as for that of Europeans, and that too after consultation with many of the most respectable Chinamen in the Colony. They would further add that no complaint whatever as to these rules ever reached them up to the time of their receiving the Colonial Secretary's letter on the 19th September, 1879. That regulations such as those complained of are considered necessary in other places where the native population far exceeds the European, is shown by the fact that the following notice was at the time of the Governor's complaint posted outside the Raffles Museum at Singapore, which is an institution wholly under the control of the Straits Government.

The copy notice in the hands of the Committee runs in these words:—

"NOTICE.

"In consequence of the large number of Natives who now frequent the Museum it has been found necessary to admit them from 10 a.m. to 1.30 p.m. only, when the upper floor will be closed for half an hour to allow of its being swept down and cleansed. The Building is open throughout to Europeans at all times between 10 a.m. and 6 p.m., but the afternoon is reserved for them specially.

"Any complaints or suggestions will be promptly attended to.

"21st May, 1878."

True copy, CHUA HOOD LENG,
Clerk to the Library.

"The above named Chua Hood Leng personally appeared before me this 28th of November 1879, and took oath that the foregoing notice is a correct copy of one which is now posted at the Raffles Library and Museum.

(Sd.) "R. W. HULLETT,
Justice of the Peace S. S."

As His Excellency quoted a portion of the Chairman's speech at the Annual Meeting of the Shareholders in and Subscribers to the City Hall held on the 28th of August, the Committee consider that your Lordship should have the whole of what took place at that Meeting before you, and have accordingly printed the short-hand report of the Meeting in the Addendum to the Annual Report. From this your Lordship will see that the Chairman stated that the whole matter was at present under the consideration of your Lordship.

The Committee have forwarded this despatch in triplicate to the Colonial Secretary in the ordinary way, with a request for its transmission, but as they consider the matter pressing, they also forward one copy direct to your Lordship by the outgoing Mail.—I have the honour to be, your Lordship's Most obedient, humble Servant,

W. KESWICK,
Chairman, City Hall Committee.

THE GOVERNOR OF HONGKONG AND HIS POLICY.

The *N. C. Daily News* writes as follows:—It is quite natural that the Governor of a Colony should enter upon his duties with an impression that the views of the colonists are likely to the prejudiced and narrow. He will not be a good Governor if he at once adopts as gospel truth every statement that is current at the dinner-tables of the subordinates of the civil service, or at the mess of the regiment he finds quartered in the Colony. There are a large number of locals topics which, if he is a wise man, he will allow to cool, and he will dispassionately listen to all sides of the various burning questions that are intruded by ardent partisanship upon his notice. He is sure to find that his predecessor has a party of detractors and a party of sympathisers, and every effort will be made to induce him to commit himself on one side or the other. If he is prudent he will ponder these things and hold the balance as evenly as he can between the two parties. At first he will be praised for caution, and if he is at a later date called a trimmer, he must fall back on the consolations of philosophy, and be thankful that he is not called anything worse. In time, if he has a policy to develope he will see the best way to set about developing it, and the safest hands to whom to confide his plans. At all events, the wisdom of seeing how the land lies is so obvious that it seems incredible an official should ever neglect the tentative process. We should have but a poor opinion of a Governor who made up his mind that everything was administered in the Colony entrusted to him in the best possible way, and that nothing remained for him but to let the machine roll on in the grooves wherein it had moved under his excellent predecessor. If an Amurath always followed an Amurath, and no alterations in the various administrative and legislative departments were ever made, our colonies would stagnate. New blood is a necessity everywhere. It is impossible to avoid a Governor having preconceived ideas of what the Colony needs, and in many cases these preconceived ideas are right, but he should not at once thrust them upon Her Majesty's lieges unmodified by advice and untested by experience. We are afraid that His Excellency the Governor of Hongkong has erred grievously in his mode of procedure. Sir John Pope Hennessy came on the stage of Hongkong politics with an overmastering idea, and that was the necessity of elevating the down-trodden native. The Englishman in China was like the Saxon in Ireland, a domineering, insolent tyrant. The Chinaman was a cowering and oppressed serf. It was only changing the scene of iniquity and cruelty. The self-same power that was poetically believed to hang Irishmen and women for "wearing of the green" in Tipperary would doubtless hang Chinese for wearing pig-tails in Hongkong. Oppression and high-handedness were the marks of British rule everywhere, and therefore a philanthropic man must at once range himself of the side of the injured native, and vindicate in the name of humanity the rights of the children of the soil. The only preliminary neglected was the discovery of satisfactory evidences of oppression!

Here the Governor was unfortunate. He allowed himself to be deceived by his feelings. There were perhaps some faults in the prison discipline of the Island Colony, but these might have been corrected without noise and then all that needed reform would have been rectified. The Chinaman was better off in Hongkong than in any province or city which owns the Emperor's sway. The fact that the natives are pouring into Hongkong proves that they value British rule and do not consider themselves oppressed. There is a story told, cleverly invented if not strictly true, to the effect that when Sir John Hennessy was amongst us he desired the then Consul, Mr. Davenport, to tell the Taotai that he had nearly abolished flogging in Hongkong and hoped soon to abolish it altogether. The amazed Chinese official, instead of admiring the clemency of the British official, replied curtly that "he for his part could not get on without it in the city, and he did not think the Governor would find it easy to do so." In fact, a little previous study of China and the Chinese would have assured Sir John Hennessy that there was no feeling in the native mind against our rule, and that the Chinese dwellers in the Isle of Sweet Waters considered themselves very well off under the Queen's protection. The grievances and wrongs of the native residents in Hongkong were purely imaginary, and if they had been interrogated, they would have been as ignorant of any cause for complaint against the powers that be as was Canning's knife-grinder! We fear, however, that the seed of distrust and discord sown by this unhappy policy will bring forth evil fruit. The last thing a Governor of a Colony should do is to set the inhabitants of that Colony at variance. It is bad to set class against class. It is ten thousand times worse to set race against race. Had a strong feeling of contempt and ill-will existed in the breasts of Englishmen towards the Chinese, and had this feeling manifested itself in acts of irritating oppression, we should have admired and commended Sir John Hennessy for siding with the weak against the strong, and championing the native in every way, but we are prepared to affirm that there was no evidence of this feeling existing, and that the Governor magnified trifles until they became corroborations of a theory which he had conceived before he set foot in Hongkong. He made giants first and then addressed himself with an amazing show of zeal and preparation to slay them. It is to be regretted that a public servant who never spares labour, and who possesses unquestioned ability, should have been induced to take a policy which will, we feel certain, produce ominous and baneful results in the future.

A mandarin of the fourth rank, named Sung Pao Wha, has been sent down to Shanghai to make enquiries as to the arrangements necessary for laying a line of telegraph from Peking to Shanghai, and he is now in Shanghai collecting the required information.—*Shanghai Courier.*

CANTON INSURANCE OFFICE.

The following is the report for presentation to the shareholders at the annual general meeting, to be held at the offices of the company, on Thursday, the 28th instant, at half-past two o'clock p.m.—

The General Agents have pleasure in submitting to the shareholders the usual annual statement of accounts:—

OFFICE 1879.

After allowing for the interim dividend of $201.60 per share and return of 20 per cent. on contributions, paid in July, and making a sufficient payment to office 1880 to meet any further claims, there appears as shown by the attached statement a balance of $27,216.00 available for distribution. This sum the General Agents, with the approval of the Consulting Committee, propose to apportion by paying a final dividend of $30.24 per share and returning 3 per cent. on contributions.

The result of the year's business shows a total profit of $208,650.00 distributed as follows:—

1st dividend paid in July, $201.60 per share...	$60,480
1st return paid in July, 20 per cent...	120,960
2nd dividend now payable $30.24 per share...	9,072
2nd return now payable 3 per cent...	18,144
	$208,656

OFFICE 1880.

The open statement shews $294,702.66 at credit after allowing in full for every known and anticipated loss.

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.
Hongkong, 1st October, 1880.

C.M.S.N. CO.'S NEW STEAMER "MEI-FU."

On the 13th instant at Shanghai the steamer *Mei-fu*, intended to run between Canton, Hongkong, Honolulu and San Francisco, and also to Callao, when the terms of a treaty have been arranged between the Chinese and Peruvian Governments, went down to the Inner Lightship and back for trial trip. The anchor was weighed at 4.25, and the *Mei-fu* passed the Red Buoy at 4.30, and the Bar Marks at 4.53. From there it took thirty-five minutes to reach Half-way Point. When the *Mei-fu* was crossing the Bar, the C.M.S.N. Co.'s steamer *Kiangpiau* was about half or three quarters of a mile ahead, but, in spite of being slowed down once or twice, the new steamer passed the one that had just arrived from Hankow a little this side of Collier's Dock. A few minutes after six o'clock the China Merchants' Company's lower wharf was reached, and the anchor dropped. The tide had been against the *Mei-fu* all the way up, the vessels in the river not having swung when she cast anchor. The average rate of speed of the engines was 60 revolutions per minute. The trip was considered by all to be eminently satisfactory in every respect.

The *Mei-fu* was formerly an iron barque called the *Benclutha*, and was towed down to Shanghai in July of last year, having been bought as a wreck by a representative of the firm of Messrs. S. C. Farnham & Co. She then went into the dock belonging to that firm at Tung-ka-doo, and it was decided to convert her into a screw steamer for Chinese passenger traffic. Accordingly on Saturday, the 17th of April, after having been cut through about the centre, the forward part was drawn 57 feet 6 inches away from the other, (a considerable number of visitors witnessing the operation). To this extent she has been lengthened, and fitted with compound direct-acting inverted cylinder engines of 150-horse power nominal, supplied by the firm of Messrs. W. B. Thompson & Co., Dundee. Her high pressure cylinder is 30 inches in diameter, low pressure, 56; length of stroke, 36. There are two tubular boilers, constructed by Messrs. S. C. Farnham & Co., 11 feet 6 inches in length and 12 feet 4 inches in diameter, and a vertical superheater is attached, 8 feet high and 8 feet in diameter. Each boiler has three furnaces. The steamer's shaft will work in a water-tight tunnel 6 feet high and 4 feet wide. Her dimensions are:—Length of main deck, 271 feet; length over all, 295; beam amidships, 33; depth between decks, 7 feet 3 inches; depth of hold, 12 feet 8 inches; total depth, 26 feet 3 inches. Her tonnage is 1,284 net, and 1,745 gross. She has patent steam starting gear and governor turning gear. There are four water-tanks, with a capacity of 20,000 gallons, and two condensers that will make 1,000 gallons of fresh water per day. Of the eight boats, three are life-boats fitted with air tanks, and four of them are provided with patent tripping gear. She has been provided with a 12-inch whistle, the largest on the Coast, that of the C.C.N.S. Co.'s steamer *Sin Nanzing* coming next, with a diameter of 10 inches. Her course will be steered by three American spirit compasses, which we understand are considered by many nautical men the best now in use. The saloon is aft, on the main deck, and is roomy and tastefully decorated; four state-rooms for foreign passengers lead out of it and a bath-room and other conveniences are close at hand. The store-room, sail-room, and pantry are just forward of the saloon. A house 11 feet 4 inches in length, by 13 feet 4 inches in width, with a height of 6 feet 6 inches, has been erected on the upper deck for the special use of Chinese passengers who wish to smoke opium. There is accommodation for about 800 Chinese passengers, with a hospital and doctor's quarters. The officers' rooms are on the upper deck forward. The galleys are large and fitted with every convenience; there is one for the cabin, one for the use of the crew, and another for the Chinese passengers; this latter contains two steam boilers for cooking rice and also two ranges. The carrying capacity of the steamer will be about 30,000 piculs. We understand that the steamer, whose name was selected for her by H.E. Li Hung-chang, is at present owned by Mr. C. P. Blethen, and will sail under the American flag, the agents for the vessel being the China Merchants' Steam Navigation Company. Captain Cunningham, late of the C.M.S.N. Co.'s steamer *Mei*, takes the command, his place on the smaller steamer being taken by Captain Warwick. —*N. C. Daily News.*

THE "GAELIC" AND THE "MENZALEH" IN TYPHOONS.

As will be seen by the reports taken from the *Japan Gazette*, the above steamers experienced very severe weather in their passage from this port to Yokohama. The *Gaelic* encountered no less than three typhoons. Below we give the reports:—

The British steamer *Gaelic* reports:—Left Hongkong at daylight on the 26th September, Had fine weather to Lamock Island, but high confused sea, and strong S.W. current. On the 27th September, barometer falling rapidly, wind N.W., weather ugly and threatening; 4 p.m. wind commenced to haul to the North; at 6 p.m. lay to for 12 hours; the wind having gone to the S.E. and barometer rising, proceeded full speed. The following is the reading of barometer with direction of wind at time:—Noon, 29.42, wind N.W.; 4 p.m., 29.15, N.N.W.; 5 p.m., 29.16, N. by W.; 6 p.m., 29.20, North; 7 p.m., 29.25, N. by E.; 8 p.m., 29.25, N.N.E.; 9 p.m., 29.27, N.N.E.; 10 p.m., 29.35, N.E. by N.; 11 p.m., 29.39, N.E.; 12 p.m., 29.40, N.E.; 1 a.m., 29.43, N.E.; 2 a.m., 29.46, N.E. by E.; 3 a.m., 29.47, E. by N.; 4 a.m., 29.50, East. Ship in starboard quadrant of typhoon, storm having veered to southward of ship's position. Had cloudy weather to the islands. September 30th, 11.15 p.m. the south-east end of Tokaro Sima, bore north distant 4 miles; wind N.E. wind with a very heavy swell from the eastward. October 1st, wind steady from N.E. with steady barometer until midnight, when the wind commenced to haul to the eastward, and the barometer to fall, sea very high and confused, ship standing to eastward to get sea room. As soon as possible brought ship up on starboard tack, engines going at a speed to keep ship's head to sea, ship in the starboard semicircle of a typhoon that was moving to the N.W. and hot far from axis line. From noon October 1st to noon October 2nd, wind had shifted from N.E. to E.S.E. and remained steady; at 1 a.m. on the 2nd, the barometer commenced to fall rapidly, and fell from 29.04 until 10 a.m., when it showed 28.16, wind blowing with hurricane force, and heavy rains; at 11.30 a.m. wind shifted to S.E., then to N.E. round by north, and settled into W.N.W. blowing hard for three hours, when the weather cleared. The ship, as showed by action of wind, must have passed close to the centre, the storm recurring to the N.E. Passed Oo-shima at 9 p.m. on the 4th October, and arrived at Yokohama at midnight of the 5th.

The French steamer *Mênzaleh* reports:—Left Hongkong on the 26th September at 6 p.m. in fine weather; passed into the Formosa Straits and at 4 p.m. on the 27th, three miles east and west of the Lamocks. As the wind freshened from N.N.E., and the barometer fell rapidly to 749 there was no longer any doubt that a typhoon was coming; I made every preparation to receive it, and availed myself of the time still at my disposal to get sea-room. At 9 p.m. the barometer was at 746, and a storm blowing from N. ¼ N.E. The wind blew with enormous violence, the sea was in uproar, the horizon not to be distinguished from the sky. At midnight on the 27th, the barometer stood at 744; the wind veered to the right; about 1 a.m. we were close to the centre, and about 2 a.m. the wind was E.S.E., the barometer commenced to rise, and I tried to get away as quickly as possible from the hurricane. At 3 a.m. the barometer had risen to 749, at 4 a.m. to 753. We resumed our course towards N.E., the ship labouring heavily. On the 29th and 30th the weather was pretty fair. On the 1st October we reached Van Diemen at 6 p.m.; the sunset leaving us no doubt about the weather that was in store for us. At 9 p.m. we were north and south of Satano Misaki. The wind blew from N.E., the ship was in a very dangerous position, the engines making 60 revolutions notwithstanding the state of the sea and the gale. The ship trembled and received terrible shocks, but it was of paramount importance to get out of the Straits; at one a.m. we had advanced 15 miles, but it became impossible to continue our rate of speed unless we risked breaking the engine and thus loose all hope; I reduced the speed to 55 revolutions and continued my route Eastward; the wind and the waves were getting more fierce, we were constantly enveloped in rain, seawater, and wind, and could distinguish neither sea nor sky. We had met a furious typhoon, and the centre of it was coming upon us; the barometer was still at 752. I took such measures as the circumstances required; it was a terrible night, we had no idea whither we were drifting, and might at any moment be crushed on the neighbouring coast. At daybreak on the 2nd, which did not differ from the night, the centre approached, the ship labouring enormously; during the whole day the wind increased, the barometer was slowly but constantly falling; at 8 p.m. it was still at 752, the night was terrible, at midnight the barometer stood at 749, at 4 a.m. at 740, at 8 a.m. at 738, at 10 at 737 with variations of 4 millimeters. The state of the sea and the storm defy description, the wind veering to the North, the barometer rising the typhoon changed its course and left us. At noon the wind was N.E., the barometer rose to 740; at 2 p.m. the gusts of wind which hitherto had been uninterrupted, became less continuous, the barometer stood at 742; at 4 p.m. the weather cleared up, the sun shone and we obtained an observation. The weather became fine, and we proceeded slowly on our route towards N.E.; during the night we got a strong breeze from N.E., but the weather was pretty fair. At noon on the 4th sighted Oosima, and at 3 p.m. on the 5th we arrived at Yokohama. The steamer was much strained by this exceptionally laborious voyage, but has suffered no damage of consequence.

SEVERE TYPHOONS IN JAPAN.

GREAT DESTRUCTION OF PROPERTY.

YOKOHAMA.

The unsettled weather of the 3rd instant culminated in a gale such as has not visited Yokohama for two years past. Shortly after midnight it commenced to blow hard from E.S.E., accompanied by very heavy rain. Soon afterwards the wind veered round to W.N.W., and the barometer went down to 29., when the rain ceased somewhat, which was fortunate, as by that time the tiles on the houses in the Settlement and Bluff were falling off. The storm was at its height about 2.30 a.m., and began to lessen in violence shortly after 3 o'clock. The lowest reading of the barometer was 28.75. To enumerate the damage on shore and afloat would be too great an undertaking. However, some extent of the violence of the storm may be gathered from the following list of casualties. The corvette *Kongo-kan*, American ship *Samar*, German schooners *Hecht* and *Solid*, British gunboat *Fly*, all dragged their anchors more or less, the latter vessel nearly running on shore opposite the Grand Hotel. The U.S. *Richmond* had three anchors down and steaming against the wind. Mr. Holm unfortunately lost his steam launch and two cargo boats, the steam launch belonging to the Post Office is badly damaged and the gig is at the bottom. One water-boat of the Pacific Mail Company also succumbed to the elements, while the hatoba is strewn with the *débris* of Japanese sampans and foreign built boats, which were smashed into atoms by collision which the large cargo boats which got a drift from their moorings. On shore the damage was of a more varied nature. Many houses on the Bluff suffered considerable injury, principally confined to the roofs; trees and fences were blown down, and our sporting men will have to erect a new Grand Stand, as the old one, which has stood wind and weather for so many years, was laid in ruins. Many wells have fallen in, consequent on the great flow of water, and several Japanese houses have been literally turned inside out. The Bluff road this morning was carpetted with leaves blown from the trees. In the Settlement considerable damage has also been done. The framework of Messrs. Jardine, Matheson & Co.'s new godown is a perfect wreck. The large yew tree at the gate of the English Church has fallen across the road and stopped traffic, and the unfortunate Temperance Hall has also come in for a share of the general destruction.

TOKIO.

In Tokio we learn that the damage has been pretty general. Two barracks were blown down, and it is feared that there has been loss of life among the soldiers. Tiles during the heaviest part of the storm were flying about in all directions. The lowest reading of the barometer was 28.70 at 2.45 a.m. On lot No. 2, Foreign Concession, the famous Chinese rice and sugar shosha was blown down and lies a mass of ruins, the larger portion well fitted for the baker's oven. On No. 13, the Tokio Women's Foreign Mission Educational Society buildings, the largest in Tsukiji, now being built under the superintendence of Mr. De Boinville, were blown down about 3 a.m. and badly broken up, leaving nothing but a mass of worthless timber; and many of the buildings in course of construction in several parts of the city have been badly damaged and completion retarded.

A native paper states that the number of houses demolished in Tokio by the gale of the 3rd inst. amounts to 1,086; twelve were damaged by flood and, altogether, 2,637 buildings were more or less injured. Twelve persons were killed and twenty-three injured. The effects of the gale were not confined to Tokio and Yokohama alone; along the Tokaido the Tenriu-gawa, the Fuji-kawa, and the Sakumi-gawa all overflowed their banks, and many trees and houses were blown down. Five boats belonging to a saké distillery had left Shimoda for Toba but having encountered the gale, three of them put in to Shimazu and the other two into Fukuda harbour. In Nakasendo, the Arakawa overflowed near Kumagaya in the Gumba prefecture, and carried away a Buddhist temple and many other buildings in Hisashima Mura. The Tone-gawa and the Ritane-gawa also overflowed their banks. The trees and forests in the Government reservations, and those along the roadside have been mostly blown down.

Accounts from the provinces show that the recent gale has visited the larger portion of Japan. At Mito a large temple was blown down and then caught fire, and a priest was unfortunately consumed in the flames. At Tochiki great damage to property and many lives lost is reported. The Imidzu-gawa has overflown its banks and flooded the surrounded country. At the Shimosa farm three stables were blown down, two men killed and three wounded, and sixty sheep killed. The town of Chiba suffered severely as the sea broke in and swept all before it, causing considerable loss of life.—*Japan Gazette.*

HIOGO.

On Sunday night (3rd instant), this district was visited by a storm of great violence, and the damage to house property on the Concession and in the Native Town has been very extensive. Throughout the whole of Sunday, the weather was very threatening, the barometer fell rapidly, and there was every appearance of a coming storm. At sunset, the sky in the west was of a haze reddish hue, and in all other quarters thick and dark, so that it was easily seen that a violent storm would soon burst overhead. From eight o'clock till nearly midnight, the storm continued with terrible fury and wrought great havoc; the streets were full of falling tiles and broken planks, while above the roar of the tempest was heard the crash of falling tiles from adjacent houses, and while the storm lasted it was impossible to see what damage was being done. By daylight, the scenes of wreck and ruin all over the Settlement, and in the Native Town were greater than anyone could have anticipated. There was hardly a street in which the effects of the storm were not seen; by broken fences, roofs stripped of their tiles, or houses levelled with the ground; and the streets were strewn with branches of trees, broken tiles, zinc water-spouts, and broken timber. The most extensive damage, and at the same time the most unfortunate, is that which has befallen the Kobe Regatta and Athletic Club, for the boat-house was entirely destroyed, and with it all the fine boats, Cantonfours, single and double sculls, canoes, and almost every thing it contained; and this is not all the loss sustained by the Club, for the Theatre and Gymnasium building at the south-east corner of the Recreation Ground is also entirely destroyed. The thatched roof of the Cricket Club's pavilion has been blown about considerably. At the Kobe Club, a brick wall and fence has been blown down on the north side of the grounds, and some of the out-houses slightly damaged; round on the other side of the Club garden the fence has also been broken down; and on the south corner, the building used as a bowling alley has a portion of the roof laid bare. At the Gas Works, a large black fence has been blown down, and on the roof of the main building a large quantity of tiles have been torn off. At the Kobe Iron Works, extensive damage has been done to the roofs of the machine shops, godowns, and other buildings. The Kobe Paper Mill also received great damage, two corners of the extensive and substantial brick buildings having been unroofed, and the gable end of the boiler-house, a strong brick wall, blown in. The British Consulate premises have sustained considerable damage, a godown with corrugated iron roof having been completely wrecked, and the servants' houses are very much damaged. Two houses in course of erection on Lot No. 74 have been blown down; a godown on Lot No. 91, and a tea firing godown on Lot No. 61 have shared the same fate. The Protestant Church has also been severely damaged, part of the roofing having been laid bare; the roof was thatched with bark, and it was easily blown away; but a more serious question is the alleged damage to the walls of building, as they are said to have gone several inches off plumb; the small belfry also appears to be twisted. All along the Ura-machi, or northern boundary of the Concession, there is wreckage on every hand; scarcely a house without some extensive damage, and many of them almost completely destroyed.

The Japanese houses, thickly packed in the streets of the Native Town of Kobe and in Hiogo, do not seem to have suffered much; but at any place where a foreign-built house, by its greater height, was exposed to the fury of the gale, it has come in for its share of the exposed situation. On the native Bund, many young trees, more saplings have been bent down to the ground, others broken across, and some uprooted. Messrs. J. D. Carroll & Co.'s block, including the Hiogo Hotel, suffered considerable damage, especially on the north side of the buildings, where the wind caught the roof and stripped off the over-hanging tiles and water spouts. At Kobe Railway Station, the damage was very extensive, large roofs of corrugated iron being blown away. Portions of the roofs have been blown off the station building, the carriage shed, the running shed, the machine shop, and the paint shop; and the stores godown is completely wrecked.

The storm was not so severely felt in the harbour as it would have been had the wind come from an opposite direction; but even as it was, the harbour has its own tale to add to the calamities of Sunday night. Two native boatmen are reported to have been drowned, and several are missing; a house-boat belonging to Messrs. Mourilyan, Heimann and Co. went out to the P. and O. steamship *Sunda*, and has not since been seen.

Our Osaka correspondent writes that there was a tremendous blow there from N.N.E. Many houses on the Concession were slightly damaged, and one of the large pine trees at the northern end of the Concession was blown down.—*Hiogo News.*

THE "TANAIS" IN THE TYPHOON.

The M. M. steamer *Tanais* returned to Yokohama on the night of the 4th inst., having encountered the full force of the typhoon of which we experienced a portion on the 3rd inst. Owing to the courtesy of Captain Reynier we are enabled to publish the following full report:—"Left Yokohama on the 3rd instant at 9 a.m., there was continuous rain and a slight gale from the N.E. At 3.45 p.m. rounded Rock Island. After leaving Tsuruga experienced a strong swell from the S.W. The barometer, which was at 759 when we left Yokohama, commenced to fall until it stood at 755. Then the gale veered to the S.E and increased in strength and steadiness. At 6.30 p.m. sighted Omai light fifteen miles distant. Laid the course to pass the light at ten miles. The barometer continued to fall in an abnormal manner, but the course was unaltered. Between seven and eight p.m. there could be no doubt that we were under the influence of a typhoon, the centre of which was a little to the right of our course. At 8 p.m. the barometrical reading was 744 and a perfect tempest blew. An enormous sea rose from the S.E. and the vessel began to labour heavily. There was no doubt whatever that we were crossing the path of a typhoon which opposed us with great force. We did not dare to run into the coast, which was at least 20 miles off, on account of its dangerous character, and the fact that the ship was making very slow progress, and I especially dreaded the neighbourhood of the islands, which are in the south near Idzu. There was nothing to do therefore but to cross the centre of the typhoon. I steered to the S.S.W. to avoid all fear of a lee shore. All this time the barometer was very irregular; at 10 p.m. it showed 729; a terrible wind was blowing, and we shipped seas at every moment, now from the S.W. and now from the S.E. from which direction they were of so great a strength that the ship strained terribly. The stoke-room was filled with water. The violence of the tempest increased up to eleven o'clock, when the barometer showed 724; at this moment the zone of the typhoon was entered. At 11.30 p.m. the wind ceased suddenly; the barometer stood at 722, the lowest point reached. At midnight there was a lull. Then a N.W. wind of terrible strength arose. The barometer began to rise. At about eleven o'clock the rudder was damaged; about midnight a sailor, Mathei Dominique, who was standing on the poop, was thrown overboard by a lurch of the ship and all efforts to save him were unavailing. To lower a boat would have been to send men to certain death and to our grief we had to abandon him to his fate. Two other men were wounded. At 1 a.m. the storm was at its worst and the rain and sea were so great that one could barely see the forepart of the vessel. After 1 a.m. the barometer rose very quickly, but the weather did not become settled until the morning of the 4th instant, at about 5 a.m. In consequence of the damage done to the rudder, I decided to return to Yokohama for repairs, especially as the engines were working only slowly. During the typhoon the mizen rigging was damaged and the davits of two boats were carried away, as were also a few hen-coops. The vessel having strained so much the usual reservation is made in case of the cargo being damaged; the pumps were kept going all the time. The vessel anchored in Yokohama harbour at 11.30 p.m. on the 4th of October."—*Japan Mail.*

HONGKONG.

There is not much news of interest to record.

The Russian corvette *Plastun*, Captain Polìansky, arrived here on the 12th instant from Singapore, on her way north to join the rest of the squadron. She left for Nagasaki on the 17th inst.

We notice the arrival on the 16th inst. of the China Merchants' Steam Navigation Co.'s steamer *Hochung* from San Francisco and Honolulu. From her report, she seems to have shared the same weather as other vessels arriving within the last few days. The *Hochung* brought a cargo of about 700 tons of flour and 278 passengers shipped at Honolulu.

The weather on Friday, Saturday, and Sunday morning last was very squally, and immense torrents of rain fell. The wind blew so violently that many of the vessels in port deemed it prudent to seek shelter at Kowloon and on the west side of Stonecutter's Island. It is most probable that the gale was a continuation of the dirty weather experienced on the coast of Luzon, notice of which was telegraphed to this port.

Deputy Assistant Commissary-General C. E. Vansittart, Ordnance Store Department, left this station on the 12th inst. per O. and O. S. N. Co.'s steamer *Oceanic, en route* for England, having been invalided by a Board of Medical officers. Mr. Vansittart only arrived in this Garrison about twelve months ago, but has never enjoyed good health in Hongkong and has only recently returned from a two-months' leave of absence in Japan, where he had gone with the hope of experiencing a restoration to his wonted health and vigour, but without success; and he has now been compelled to relinquish all idea of completing his tour of service in China, and to seek the bracing air of a more northern latitude.

A meeting of Scotchmen was held in St. Andrew's Hall, City Hall, at six o'clock on the 15th inst., to discuss the form to be adopted in the celebration of the forthcoming anniversary of the patron saint of Scotland. About a dozen gentlemen were present, and the almost unanimous opinion seemed to be in favour of a ball, a proposition for which was made and carried with little or no opposition. Those members of last year's Ball Committee who are still resident in the Colony will be invited to act in a similar capacity this year, with power to add to their number, and we have no doubt their efforts will be crowned with a like success in producing an evening's enjoyment worthy of John Tamson's bairns.

We understand that the split in the Man Wo Fung Company has not been healed and that the suit for a dissolution of the partnership, the appointment of a receiver, and for an injunction, which occupied the Courts some weeks ago, will be shortly again brought on with renewed energy. If the present opium license be put on the market an opportunity of ascertaining the true value of the monopoly will be afforded. In the event of the license bringing a premium, as is expected by many, the amount would be added to the annual rent, so that His Excellency the Governor might count not only on securing $205,000 yearly for the Farm, but probably on obtaining a sensible addition. At all events it is satisfactory that the revenue of the Colony so far as regards the opium monopoly is safe, whichever party should gain the day.

The British three-masted schooner *Auguste*, Captain P. Thomsen, arrived here on the 10th inst. jury-rigged, having been in a typhoon. She reports:—Left Amoy on the 14th September. On the 27th about 15 miles West of Samasanna Island by dead reckoning encountered a very severe typhoon. At 8 a.m. wind commenced from the West, barometer 29.00, then hauling through N.W.N. to N.E. At 1 p.m. barometer 28.05, wind from the North, blowing a terrific gale, with sea from all quarters, ship entirely on her beam-ends and under water; had to cut away the fore-mast to bring the ship to the wind, sea breaking all over the ship, washing away wheel-house, binnacle, and boats, and smashing everything in the cabin and forecastle. At 3 p.m. the wind began to moderate and barometer rose to 28.75. The next morning sighted two men on a piece of wreck, but could not render them any assistance. Rigged up as much sail as possible and steered for Hongkong, and had fine weather and light breeze till arrival. On the 30th passed the British bark *Livingston*, 20 miles S.E. of Samasanna, from Hongkong to Newchwang. On the 3rd instant passed the German schooner *H. Bremer*, from Amoy to Tientsin.

A collision occurred in the harbour on the 13th instant, between Messrs. Douglas Lapraik and Co.'s steamer *Albay* and the Russian corvette *Plastoun*, happily, however, involving no serious consequences to either vessel. About half-past six o'clock on that evening the *Albay* was returning to her moorings from the Kowloon Docks, where she had been undergoing some slight repairs, and at the same time the *Plastoun* was weighing anchor to proceed to sea, and was steaming easily ahead for that purpose. A tolerably strong current was running at the time and as the *Albay* was crossing the Russian's bows the latter's jibboom struck her funnel on the port side and smashed in the steampipe, and carried away a few of her awning stanchions and part of the after-rail. These injuries, however, were of so trivial a nature that the ship was able to leave for Amoy yesterday morning as originally intended, and no delay whatever was incurred. The damage sustained by the *Plastoun* was, though not serious, sufficient to prevent the ship proceeding to sea as intended. Her jibboom and the whole of the head-gear attached was carried away, but as these vessels generally carry spare tackle she will probably be able to effect the necessary repairs with her own crew. It is said that no blame is attached to either vessel and each will bear the cost of its own repairs.

The German steamer *Pacific*, Captain Sachre, which arrived here on the 14th inst., reports left Malupi, New Britain, on the 19th September, bound for Hongkong *via* Caroline Island, and had light Westerly winds and fine weather. Reached Ouleai Group on the 25th, and experienced hard Westerly squalls and dirty weather. While at anchor in this group a native brought a bottle, which he had found on the beach about the middle of July; it contained report of the barque *Alexa*, of Wellington, N.Z., 51 days from Port Chalmers to Hongkong. Weighed on the 29th, and arrived at Yap on the 2nd October. Found here Captains O'Keefe and Keats, who after having lost their schooner *Lily* on Kosal Reef, Pellew Islands, had crossed over to Yap in a boat. Captain O'Keefe had despatched his junk *Wrecker* to the Pellew Island to bring up the crew of the *Lily*, and intended then to start for Hongkong. The wreck of the *Lily* was said to have fallen into the hands of the natives of the Northern part of the Pellew Group, who, being at war with Conor, where O'Keefe has his trading establishment, took possession of everything saved from the vessel. Left Yap on the 6th of October. Dead calms till the 10th, when in lat. 15 N., where fresh Southerly winds set in, which lasted till the Balintang Channel, which was passed on the 12th; thence to port stiff monsoon and strong S.W. current.

The Eastern and Australian Mail steamship *Brisbane*, Captain Reddell, which left here on the 14th with the Australian mails, *via* Torres Straits, was compelled by stress of weather to put back to port on the evening of the 16th inst., after having experienced terrific weather and sustaining considerable damage. The after steering gear has been carried away, she has lost six of her boats, everything moveable was swept from her decks, and one of her quartermasters was washed overboard. The passengers landed on the 17th inst., and the ship has gone to the Cosmopolitan Dock for repairs. The following is her report of the storm, kindly furnished by Captain Reddell:—The steamship *Brisbane* left Hongkong at 5.30 p.m. on the 14th inst., accompanied with moderate North-East breeze and cloudy weather. Cleared Ly-ee-moon Pass at 6 p.m. At 10 p.m. wind increased to a gale with a heavy Easterly swell, the ship taking large quantities of water; at 10.30 p.m. a heavy sea was shipped, carrying away two boats; at midnight gale still increasing, kept ship before the wind. One a.m. 15th, blowing furiously, with violent squalls and heavy rain; shipped a succession of seas which swept other three boats and all moveable things on deck overboard; 4 a.m., blowing a hurricane, hove ship to, shipped a heavy sea which carried away the after steering gear; 8 a.m. wind still blowing hurricane force and gradually veering to westward; 10 a.m. starboard lifeboat blown away, barometer rising but no improvement in the weather; 3 p.m. weather abating and hauling southwards; 6.30 p.m. stood away for Hongkong. At midnight wind South-East. 5 a.m. on the 16th, wind E.N.E., moderate gale, heavy sea with constant heavy rain. 1.50 p.m. sighted Single Island and arrived at Hongkong at 5 p.m. Experienced very strong Easterly set. At 8 a.m. on the 15th missed a quartermaster, McIntyre; supposed to have been washed overboard while securing rudder. The lowest reading of the barometer was 29.38.

The following is the report of the American ship *South American*, Captain Knowles, which put back on Sunday in distress:—Sailed from Hongkong on 1st October, and first two days had calm weather; drifted, with strong S.W. current, 90 miles, then took wind fresh from N.E., and stood over to Luzon; worked up with light westerly winds to North end of Luzon. Monday the 11th, commenced with fresh wind from N.E., then strong from E.N.E., and *falling bar*. Tuesday the 12th the wind was blowing heavy from E. by N.; at 8 a.m. furled upper topsail, and took in jib. Noon, furled the reefed mainsail and foresail. At 4 p.m. took in fore and mizen lower topsails. Barometer down to 29.5-10ths; midnight took in lower main topsail; sea at this time making a clean break over ship fore and aft. Barometer 29.4-10ths, rain and wind blinding; wind at hurricane force. At 3 a.m. on the 13th a tremendous sea running. The ship gave a very heavy lurch on top of a mountainous sea, and the mizen mast, with everything attached, broke off at deck and went over port side; some of the spars striking main yard, carried away main yard, lower main topsail yard, main top-gallant mast, and breaking off main royal yard in slings. All of the braces at main were also carried away, and the yards swung first one side and then the other, at every roll of the ship carrying away all the lifts and twisting the head of mainmast. The wreck was cut away as quickly as possible, which work took about one hour; got ship before the wind; and in nine hours she went 99 miles by patent log under bare poles. The wind then moderated. Barometer still at 29.5-10ths. Set lower fore-top-sail and main top-mast stay-sail; and headed to W.N.W. 14th, light southerly wind and heavy sea from N.E.; made what sail we could, worked all day reeving off rope and securing yards. 15th, got an upper main topsail set; wind from S.E., and heavy northerly swell. 16th, wind at S.E. and E.S.E.; latter part of the day came out in heavy squalls from N.E. On the night of the 16th it was blowing strong, and the rain pouring in torrents. On the morning of the 17th still blowing strong from the N.E. by E., and North Lama hove in sight bearing West; kept off and ran into East Lamma Channel; got pilot at entrance, and arrived at anchor off Green Island at 12.30.

CHINA.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

12th October.

Several leading merchants have applied to the Viceroy for the exclusive privilege of preparing opium for a period of five years, offering a rental $1,600,000. The Viceroy has referred the matter to the Provincial Treasurer to prepare the terms of the grant.

An inspection of the troops at Bocca Tigris was held on the 8th instant.

16th October.

On the 11th instant the Viceroy, accompanied by the Admiral and the Commander-in-Chief,

went to the Parade Ground to inspect the troops, at the close of which a distribution of money was made to the men, His Excellency expressing himself well satisfied with their appearance and drill. About 2,000 troops were on the ground, amongst whom were a good number of newly enrolled recruits.

Piratical craft of various descriptions still flourish on the river. I have heard of several robberies by them of late. The pirates are not, however, always successful, as the following instance will prove. A trading junk, while on her way recently from Shun Tak to this city was attacked by river pirates, who transferred the cargo to their own boats, and were about to make off when a larger trading junk well manned came up and, seeing the position of affairs, joined the crew of the despoiled vessel, and engaged the pirates. The fight waxed warm, and victory ultimately rested with the traders, who sunk some of the pirates' boats, killed ten or eleven of the pirates, and recovered the stolen cargo.

AMOY.

The Chinese man-of-war *Che An* arrived on the morning of the 5th inst. from Foochow with His Excellency the new Taotai on board. The usual salutes were given from the Forts whilst the ship was coming into the harbour. A steam-launch accompanied by a number of war junks went alongside the *Che An* to receive His Excellency.

The gale experienced here on Monday, the 27th ultimo, appears to have been felt with great severity on the east coast of Formosa. The following vessels have put in here disabled, barques *Kvik*, *Chateaubriand*, and *Faugh Balaugh* and we regret to say news has also been received of the total loss of the Siamese barque *Seaman's Bride*, two of the crew only being saved. We fear more disasters will have occurred, as the above named ships report having being in company with several other vessels on the day before the typhoon overtook them.—*Amoy Gazette*.

PAGODA ANCHORAGE.

[FROM OUR OWN CORRESPONDENT.]

October 5th.

There has been nothing very startling to communicate from here for the past fortnight, but during that period the shipping trade generally and the tea trade in particular has been quite lively, and no less than ten steamers have come and gone again, which include the *Loudoun Castle*, *Laertes*, *Telemachus*, *Glenearn*, *Benarty*, *Malaga*, and *Barcelona*, for London; the *Meath* and *Menmuir*, for Australia; and the *Glencoe* for New York. The sailing ships *Halloween* and *Black Adder*, have also loaded and sailed during the period under notice; and, so far from the tea season drawing to close, appearances would seem to indicate a new departure in the shipping of that commodity, as the steamers *Ajax* and *Poccia* arrived yesterday, and the *Benledi*, the *Olaf*, and the *Glenartney* are shortly expected, and several other vessels are spoken of as coming here to load cargoes or fill up. The *Poccia*, commonly known as the *Russia*, is a large brig-rigged, double-funnel steamer, and has been kept some time in China waters in case her services might be required as a transport by the Russian Government.

As may be expected at this time of year we have not been without changeable and rough weather. On the 23rd ult. a strong N.E. gale set in which lasted two days, and on Monday we were visited by another gale from the same quarter, and so rough was it that shipping work had to be entirely suspended from the afternoon of that day until Wednesday morning. This resulted in the loss of a clear day to steamers in port, and considerable damage was done to native craft. The gale was a very stiff but a steady blow, but the barometer did not fall very much.

I have heard it stated more than once that the Chinese were so far advanced as to be able to dispense with the services of Europeans in their arsenals, that as the agreements of those still in the service of the Chinese Government expired by the lapse of time they would be permitted to retire, and that no more fresh engagements would be made. This, however, cannot be correct, as the steamer *Douglas*, which arrived here on the 1st inst. from your port, brought two gentlemen who have been recently engaged in England for the Foochow Arsenal—Mr. Taylor, for navigation, who will fill the post held by the late Mr. J. Carroll; and Mr. Legh, for engineering, who will take the place of Mr. Morton.

FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

9th October.

M. A. Solomonoff, the Russian Vice-Consul here, and of the well-known firm of Ponomareff & Co., is to leave this port shortly. His departure will be regretted by a large circle of friends.

The arrival of the tea steamer *Russia* (consigned to Messrs. Adamson Bell & Co.) carrying the flag of the country of her namesake, created quite a scare amongst a large class of the unsophisticated Chinese population. An energetic petty official on discerning the entry of the steamer into the port with the Russian flag flying high up in airy regions, mistook her for an iron-clad man-of-war, and at once notified through the cable his big superior the Cheong Took mandarin, of his convictions. The latter magnate, with commendable foresight, took the situation in at a glance, and concluded that the declaration of deadly hostilities was imminent and immediately sent about 2,000 braves somewhere about the White Dogs to protect the entrance to this sacred Banyan City.

13th October.

A general meeting of the foreign community was held at the Foochow Club on the evening of the 11th instant, "to discuss the question of signing the lease of the new Recreation Ground." The meeting was largely attended. Mr. Leith, having been voted to the chair, observed that negotiations had long been going on for the purpose of obtaining a site to use as a Recreation Ground, and the Chinese had at last agreed to let a suitable piece of land under conditions embodied in the articles of the lease. It was now, he submitted, for the meeting to decide whether the terms of the lease were such as were agreeable to the wishes of those concerned. A general discussion ensued, the tone of which unanimously condemned the terms of the lease as being as objectionable as they were foolish. Mr. Bathgate proposed, seconded by Mr. Tatham, "That in view of the hard and ambiguous terms of the lease of the Recreation Ground now finally offered for signature—terms the objectionable nature of which has been pointed out to the lessors some months ago, the authority of this meeting be not given to the stewards of the Fohkien Race Club to sign it, as the security against the resumption of the ground by the lessors, at any time they choose, after the lessees might have expended considerable sums of money upon it, seems to be entirely wanting." This was carried *nem. com.* Mr. Hunter then proposed, seconded by Mr. Hannen, "That the stewards of the Fohkien Race Club be authorized to sign a lease of the ground in question so soon as they shall have satisfied themselves that the conditions of such lease are the best procurable." An amendment to this was proposed by Mr. Dermer, seconded by Mr. Phipps, "That the stewards of the Fohkien Race Club be authorized to sign a lease of the ground in question as soon as they have satisfied themselves that the conditions of such are acceptable to the community." This was carried by twenty-nine votes. A vote of thanks to the chairman terminated the proceedings.

The prospects of a brush with the "Rooshians" aroused the chivalry of a number of Celestial braves, who lately took up their positions in the Tai Mea Shan Island for the purpose of practising with their rusty rifles and bettering the accuracy of their aim. Considerable improvements have, according to the latest accounts, been attained, a lad being already shot dead through the ardour and carefulness of a petty officer.

The *Foochow Express* has expired, after a precarious existence of two months and a half, through the inevitable effects of starvation. The obituary notice was lately circulated by the learned editor, who it is to be hoped will meet with greater success in his literary labours elsewhere. The healthy existence of two papers in such a small community as ours had, from the very first advent of the *Express*, been questioned.

NINGPO.

[FROM OUR OWN CORRESPONDENT.]

5th October.

The Wenchow nun abduction case has now been proceeding for eight days here, and judgment will, it is expected, be given by the Court in three or four days more. I will let you know the result.

H.M. gunboat *Mosquito* is still in port here. It is believed that she will shortly go out to sea for target practice, and after having made a call at Tin-hai harbour (Chusan) will probably return here.

Shortly after the arrival of the German steamer *Chihli*, Captain Ackermann, here, yesterday, from Hongkong and Canton, she was boarded by all the members of the leading Ningpo shipping hongs, who after some complimentary speeches, presented Captain Ackermann with two very handsome silk flags. These flags were intended for presentation on the completion of the two hundredth trip of the steamer, but unluckily she did not call at this port on that occasion, so that they had to defer the ceremony until the *China's* 210th trip was nearly accomplished. Captain Ackermann made a suitable reply in accepting the present, and made his visitors partake of refreshments, at which several toasts were given and responded to with great cordiality. The new flags were hoisted amidst volleys of firecrackers, and the guests then departed in high good humour. In the evening they assembled again at the Agent's, Mr. H. B. Meyer's hong, where a Chinese dinner with foreign wines, &c., concluded the festivities.

9th October.

Judgment was delivered in the Wenchow abduction case yesterday. The Consul reviewed the evidence at considerable length, dealt with some of the points raised by the counsel for the defence, and expressed his opinion that the accused was guilty. The three associates one and all disagreed with the Consul, stating that they would write out their reasons, as two of them were obliged to leave on an important engagement that afternoon. The effect of the finding is that the record of the entire proceedings will have to be forwarded to the American Minister at Peking, for his approval, before any sentence can be carried out; but to make the record complete, counsel for the prosecution asked that sentence should be pronounced. To this the defendant's counsel objected; and after some little argument, Dr. Lord sentenced Burnett to 12 months' imprisonment in the U. S. gaol, Shanghai, and to pay a fine of $500; nothing being said as to costs. Pending the decision of the Minister at Peking, the accused is to be admitted to bail in the sum of $1,500.

SHANGHAI.

We cull the following items from the Shanghai papers:—

His Excellency E. Butzow, the Russian Minister to China, left St. Petersburg for Peking on the 24th of September, by way of the United States and Japan.

We regret to announce the death H. E. Señor C. A. de España, Minister Plenipotentiary for Spain at Peking, on the 1st instant, in consequence of the accident he met with in being thrown from his horse on 26th ultimo.

From Peking intelligence has been received that the United States Commissioners are in a fair way of bringing their negotiations to a close. The first conference has been held, and Pao Shun and Li Hung Tsai, both members of the Tsung-li Yamên, have been appointed Commissioners to meet them. They both appear well disposed.

Recent cruelties inflicted by Cantonese women on slave girls at Shanghai form the subject of a leader in the *Shên-pao*. We are told that slavery among the Cantonese is cruel, while in the north it is mild. Ample evidence of this, that is, of horrible tortures inflicted by Cantonese women on helpless girls, can be given at any time. The article refers to a case that has just occurred. The poor child's mouth was gagged, and then her naked body was beaten with briars.

On the 6th inst. about three o'clock a.m. a fire broke out in a tobacconist's shop situated in the Fohkien-road between Foochow and Canton-roads, which resulted in the destruction of thirty-three two-storied houses, and twenty-eight of one story. Six houses were pulled down to prevent the spread of the fire and several others were injured. One of the natives whose shop was burnt had recently invested Tls. 3,000 in drugs, but had not yet opened his establishment. The Chinese Magistrate Chên was on the spot very shortly after the alarm was given.

A meeting of the directors of the China Shipowners' Association was held on the 5th inst. at the office of the general agents, Messrs. Morris and Co. An interim dividend of Tls. 6 per share was declared for the half-year ending 30th June, 1880, the accounts showing a credit freight balance of Tls. 12,000, exclusive of the freights of several vessels. For the information of the public, we may mention that the fleet belonging to the Association consists of the following vessels:—British—ship *Martha*, barques *M. A. Dixon*, *John Potts*, and *Satsuma*, and schooner *Aberdonian*; American—barque *Benjamin Aymar* and barquentine *Almatia*.

From the North comes a report that at the Grand Council held on the 15th September, and which lasted from 11 p.m. to 8 a.m., the Western Empress decided that all those who are in favour of war should sign a document, guaranteeing that if China lost, the subscribers to it will pay all the indemnity that may be payable by China to Russia, since His Majesty was not of age and they were but two women, and would not take the responsibility of declaring war against Russia. The document was drawn up, and it was decided to send it first for signature to Li Hung-chang as Grand Secretary and Senior Guardian of the Emperor, also as the Principal Grandee of the Empire, so as to shift the responsibility of declaring war or concluding peace on to him and his Lieutenant. The document arrived at Tientsin at 8 a.m. on the 30th September. Li Hung-chang after consulting with his principal officers, declared in favour of peace, and what they decide will also be decided upon at Peking, since the two Empresses and Prince Kung have always been of the peace party."—The *Mercury* also says that "arbitration is to be resorted to for the settlement of the Livadia Treaty; one of the Foreign Ministers on one side and Li Hung-chang on the other."

From the Shanghai papers we glean the following particulars of the death of Señor Garay, Spanish Consul at that port. The *Daily News* of the 12th inst. says:—"We regret to have to record the death by drowning of Señor Alberto de Garay, Consul for Spain at Shanghai, which occurred yesterday, shortly before noon. He had been paying a visit to the Spanish corvette *Doña Maria de Molina*, and was landing from a sampan at the Minghong-road jetty, in front of the American Consulate, when he missed his footing and fell into the river, which is very deep at the place. The sampan man, instead of rendering him assistance, yuloed away as fast as he could, and the unfortunate gentleman's own mafoo, who was waiting for him with his carriage at the jetty, acted equally foolishly. It appears not to have entered his mind that he could render his master assistance, for, he immediately drove off to inform Madame de Garay of the occurrence, who immediately returned with him to the place. In the meantime some of the officers and crew of the *Doña Maria de Molina* had arrived and were making efforts by means of drags to recover the body, but up to a late hour last night they had been unsuccessful. Señor de Garay had been in Shanghai six years, and his death will be universally regretted. He was thirty-six years of age, and had been eighteen years in the service of the Spanish Government, having served in the United States and Peru previous to his arrival in Shanghai. It was only a few days ago that he telegraphed to his Government the news of the death of the Spanish Minister at Peking, which our readers are well aware was no less sad and untimely than his own."—At six o'clock a.m. on the 14th instant, the body of Senor Alberto de Garay, Spanish Consul at Shanghai, was recovered from the Hwangpoo, having been found at Hunt's Wharf, only a short distance from the jetty at which he fell from a sampan on the 11th instant. The body was found by Chinese, and the fact reported to the Hongkew Police Station, and on the body being searched the deceased's gold watch and chain, $50.25 in silver and other jewellery and papers were found, which proved conclusively that the sad occurrence had been accidental and that he was not robbed. The body was conveyed to the General Hospital. A four o'clock p.m., the Roman Catholic funeral service was performed at the Hospital by the priests of Hongkew Roman Catholic Church. The funeral cortége marched from the Hospital to the new Cemetery, which place was reached about five o'clock. The procession was led by a detachment of 25 marines, followed by 80 blue jackets, from the Spanish man-of-war *Doña Maria di Molina*. The priests and acolytes bearing crucifixes and candles preceded the hearse, and on each side of it and in the rear the foreign Consuls of Shanghai marched; while a large following was made up by officers of the Spanish, British, American, Russian, and French men-of-war in port, together with many of the leading members of the community. The Chinese Magistrate of the Mixed Court was in the Cemetery, although he did not come with the procession. The coffin was carried from the hearse by sailors of the Spanish man-of-war, and the Roman Catholic service was read, the coffin was sprinkled with holy water, and then laid in the grave. The coffin bore the following inscription:—"ALBERTO DE GARAY. Drowned October 11th, 1880. Aged 36 years."

CHEFOO.

4th October.

One day last week the walls of Yentai, [i.e. what is known as Chefoo, but which is not so] were placarded with famine posters advising the inhabitants to kill the Chinese "boys" [i.e. servants] in foreign employ, and then murder the foreigners themselves. The Taotai's attention was directed to the matter by, I think, the British Consul. The Taotai informed the Consul that it was the work of some foolish person, and the announcement was not issued by anyone in authority. He at the same time requested the Consul to inform his colleagues that no harm was to be feared from it. Before nightfall, the Taotai had all the posters torn from the walls, and the inhabitants rested in peace.

13th October.

Concerning the posters on the walls of Yentai, which I wrote to you about last week, the Taotai has issued a proclamation offering a reward for the apprehension or disclosure of the writer of them. It was a bold step for the Chinaman, whoever he was, to take; and we are thankful to the Taotai for the prompt steps he took to prevent the object in view being attained.—*N. C. Daily News* Correspondent.

TIENTSIN.

8th October.

There seems to be a growing conviction, so far as one may judge from the little known, that war is inevitable sooner or later. General Tso Tsung-t'ang is known to be on his way to Peking by command of the Throne, for consultation on public affairs. He is an enemy of the Viceroy. His counsels will not be favourable to peace, and will strengthen the war party in Peking.

A new military department has been created, comprising the department in which the Capital is situated, the Shan-hai Kuan, and Shêng-king, in which Moukden is situated. Tsêng Kuo-ch'üan is military commander, with head-quarters at Tientsin. Large numbers of troops are being collected in this department. These troops, it is believed, will adhere to the Viceroy, in case he is pressed to self-defence by his enemies in the Government.

Orders have been issued for the re-construction of the mud rampart around Tientsin, known of as "San Ko Lin Sin's Folly," which was destroyed by the floods a few years ago. This is for a protection to Tientsin—including the foreign Settlement—from harm at the hands of the soldiery about us, who are not always to be trusted when away from their officers. So far as we know, the country is quiet. Petty thieving and robbery have been on the increase of late.

We are having delightful weather now, for which we are thankful.—*N. C. Daily News* Correspondent.

From Tientsin we hear the Li Hung-chang sent his reply to the Grand Council, which was in favour of peace, but he counselled waiting until Pao-chao, Ko, Liu, and Tso Tsung-tang had arrived. Sir T. Wade had an interview with Li Hung-chang, and started at daylight on the morning of the 5th inst. for Chefoo in hopes of meeting Admiral Lessofsky, in order to learn his intentions. On the 6th instant Tseng Kwo-chiang left overland for Shan Hai Kwan, having received an Imperial dispatch to the effect that after his long journey overland and his presence at Shan Hai Kwan being more required than at Peking, he could proceed there at once.—*Shanghai Mercury*.

NEWCHWANG.

2nd October.

The steamer *Hankwang* has just made her second visit from Shan-hai Quan (commonly called by us "The Great Wall") where a portion of the Celestial army is being transferred from Hankow. This steamer seems to be selected for carrying chiefly the generals, officers and their families and suites. Natives are sente and find that they could not be better treated than they are on board the steamer *Hankwang*. Some of the coasting captains are much liked, and it is only necessary to travel with them in order to appreciate their kindliness. Flags, banners and other public demonstrations may be a satisfaction to some, but these honours do not appear to be always lavished on the best men and are certainly not confined to the only good ones. Well, the soldiers already delivered at Shan-hai Quan amount to over 60,000 and about 10,000 more will be landed. It is known by natives that peace is all but proclaimed between Russia and China, but it is thought necessary to be prepared in case of farther demands by Russia, who, I suppose, will get at least £25,000,000 out of the Kuldja affair, either in hard cash or territory; more loans will be required, and gradually China will have a decent national debt. When this debt has become of sufficient importance, it will be the making of the country, whose resources will have to be more fully used than they are now, in order to pay the interest on the liabilities. Then mining and railways will be general, and there will be work and wealth for thousands of adventurers. Let us hope, therefore, for a Chinese national debt.

About three miles from here there are 5,000 native troops collected. They could intercept an enemy bound here from Corea, but we trust there will not be any necessity to keep such gentry in our neighbourhood, for they are an awful nuisance to their fellows, and more or less dangerous to foreigners. What a tremendous expense the Chinese Government could have saved had telegraphy been allowed in China! Then these troops need not have been moved at all, but of course for want of official orders to the contrary, the original arrangements must be carried out at a loss to the taxpayers of at least a lakh of taels.

Winter is coming in sharp. Thermometer shows about five degrees above frost. Geese and duck are plentiful. This year's harvest is likely to be a very plentiful one, and growers are very glad at the prospects.—*N. C. Daily News* Correspondent.

3rd October.

There are about twenty vessels in port now, including two Shanghai steamers belonging to the China Navigation Co., the *Newchwang* and *Tientsin*, the others are sailing vessels, most of them English and German. Three are Shanghai vessels of Mr. Nils Möller's fleet, the *Bolavia*, *Helena*, and *Lulu*.—*Mercury* Correspondent.

COREA.

The *Mainichi Shimbun* publishes the following items from a correspondent in Fusan, Corea:—As to the state of commerce at Fusan, the export of rice is gradually becoming reduced, while the import of shirtings increases daily. The consequence is, that Corean money already shows a considerable decline in value, and as the winter approaches it is expected to show a further depreciation.

On the 9th ult. the steamer *Annei Maru*, belonging to the Sumitomo Company, arrived here, on her first trip. To celebrate her safe arrival, the Japanese Consul and other officials and several leading gentlemen and some Corean officials, were invited on board on the 12th ultimo, when steam was got up and she went for a trip round Zekkei Island and back to her anchorage in front of the Japanese settlement. The guests were than entertained at a banquet in the European style. The steamer was built in the Nagasaki dockyard to run between Japan and Corea. This, as we said above, is her first trip. It is intended to run her twice a month hereafter between the two countries.

The Corean Embassy arrived at Fusan in the *Chitose Maru* at 1 p.m. on the 15th ult. Upon landing they proceeded to the Japanese Consulate where they were entertained at tiffin at 2 p.m., and then left for the native town at 5 p.m. On the day of their arrival there was a very severe gale, and the *Chitose Maru* experienced such bad weather that she had to put in to the coast for shelter. The Ambassador's ideas seem to have undergone a complete revolution since his visit to Japan. For instance, on the evening of his arrival, he convened a meeting of all the Corean Naval officers and gave a lecture on the present condition of Asia and explained about the Asiatic Society of Japan. He then informed his hearers that he intended to forward a memorial to the Government recommending them to follow the example of Japan in all political affairs. He also severely animadverted upon the conduct of the Governor of Tokinchi Fu, for his rejection of the letter of thanks from H.R.H. the Duke of Genoa, and upon the arrogance of the Corean officials generally. In fact he seemed to acknowledge it to be his duty to redeem Corea from her present stagnant condition.—*Japan Mail*.

JAPAN.

NAGASAKI.

Two large British steamers—the *Naples* and the *Shahzada*—called here, the former on the 3rd and the latter on the 5th instant, *en route* from Cronstadt to Vladivostock, laden with arms and ammunition for the Russian forces. Both of them encountered the typhoon in the vicinity of Hongkong. After taking in coals and water they proceeded to their destination.

H.M.S. *Iron Duke* arrived from Hongkong on the 5th instant, after having had the damage to her bottom made good at the Aberdeen Dock at that port; she will probably remain here until end of month. The French corvette *Champlain* arrived from Yokohama, via Kobe, on the 6th, and the U.S. gunboat *Palos* from the latter port on the following day. The Russian unarmoured corvette *Strelock*, Captain De Livron, arrived from Hongkong the 8th. The Russian cruiser *Europa* left for Vladivostock on the 7th instant.—*Rising Sun*.

TOKIO.

The new fish and poultry market in Hamacho, Tokio, was formally opened on the 2nd inst.

A native journal states that Mr. Kawisaki's new dockyard at Hiogo is now completed, and will shortly be opened. The dockyard at Tsukiji, Tokio, owned by the same proprietor, has been opened now some twenty-eight months, and twenty-seven vessels have been constructed there already.

The *Choya Shimbun* states that in the course of the year 1882, telegraph lines are to be laid throughout Yesso. In compliance with a request made by the Colonization Commission, a training school for telegraph operators to be employed in Yesso is to be established under the superintendence of the Telegraph Department at Kobikicho, Tokio.

The *Nichi Nichi Shimbun* writes as follows:—Some time ago a German employé of the Public Works Department made an actual survey of the iron mine at Akazawa in the county of Kuji, in the province of Hitachi, in the prefecture of Ibaraki. His report was, that the lode extends into the prefecture of Miyagi for about thirty-seven ri, and that the ore is of excellent quality, but could only be obtained by sinking shafts at least fifty feet deep. Responsible men in the provinces of Hitachi and Iwaki have combined and intend opening the mine with a capital of 100,000 yen. Mr. Watanabe, formerly dai-sakan of Tokio, has been appointed head manager of the company and has left for the locality of the mine.—*Japan Mail*.

THE PHILIPPINES.

MANILA.

The *Comercio* says an important shipping house already well known in the Philippines, entertains the project of building a steamer of large dimensions, and of a style similar to those running between California and China and Japan with comfortable accommodation for the passage between Spain and Manila.

A short time ago Messrs. Paine and Robinson, divers, arrived at Manila with the latest appliances used in their business. They have purchased from Messrs. Inchausti and Co. the English barque *Roodes*, which has been lying sunk in the bay for four years, and are now conducting salving operations on her. The hemp with which the vessel was partly loaded is being recovered in good condition, notwithstanding its long submersion, and a good price has been offered for all which may be obtained. The cargo also comprised Mancayan copper, mother-of-pearl shell, and mastick, all of which it is proposed to salve.

COCHIN-CHINA.

SAIGON.

The *Antilope* left Saigon on the 14th September for Hué, having on board M. Ordonnez, Minister of Spain, and his secretary M. Euestosa. It is said that the object of M. Ordonnez's voyage is in connection with the ratification by the Court of Hué of the treaty recently concluded.—*Journal de Saigon*.

It is notified that the exportation of rice from Tonquin is authorised from 4th October to 1st December at the ports of Vinh-binh, Nam-dinh, Hanoi, and Hai-duong. The time within which the export will be allowed is strictly limited to the dates above given. The prospects of the crop, it is stated, does not justify the extension of the permission to other parts of the country.

The Saigon *Ere Nouvelle* says:—"The town of Cholon was last week the scene of a fight between Cantonese and Fohkienese. It is said that there were more than four hundred combatants on each side and that the origin of the conflict was an unimportant dispute between two members of the different factions. We cannot too strongly recommend to the authorities a strict surveillance and great severity in the repression of such outbreaks, which would lead one to believe in the existence or at least in the commencement of an organisation of secret societies, which, once established, will be most difficult to break down and a constant source of danger to the colony. These Chinese secret societies exist at Singapore and often give trouble to the authorities, without mentioning the inconvenience to trade when their outbreaks occur."

INSURANCES.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1872. [17

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.

Discount 20 °/o.

VOGEL & Co.

Hongkong, 1st March, 1878. [25

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.

Hongkong, 14th August, 1873. [22

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/o on the premia.

NORTON & Co., Agents.

Hongkong, January, 1876. [3

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/o) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.

Hongkong, 1st June, 1878. [23

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 °/o.

VOGEL & Co.

Hongkong, 10th September, 1880. [1457

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY	£1,000,000 Sterling.
OF WHICH IS PAID-UP ...	£100,000 Sterling.
RESERVE FUND UPWARDS OF ...	£120,000 Sterling.
ANNUAL INCOME ...	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [18

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/o) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1874. [1

VESSELS ON THE BERTH.

FOR MANILA (DIRECT).

THE Spanish Steamer "MARIVELES," Captain Munoz, will be despatched for the above Port TO-DAY, the 20th instant, at FIVE P.M.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, 11th October, 1880. [1659

FOR HOIHOW AND PAKHOI.

THE Steamship "PING-ON," Captain McCaslin, will be despatched for the above Ports TO-DAY, the 20th instant, at SIX P.M.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 18th October, 1880. [1657

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

THE P. & O. S. N. Co.'s Steamship "SUNDA" will leave for the above places TO-MORROW, the 21st instant, at NOON.

A. McIVER, Superintendent.

Hongkong, 12th October, 1880.

FOR PORT DARWIN, COOKTOWN, SYDNEY, AND MELBOURNE,

Taking Cargo and Passengers at through rates for all AUSTRALIAN and NEW ZEALAND PORTS.

THE Steamship "THALES," S. Vincent, Commander, will be despatched as above on or about SUNDAY, the 24th instant, at DAYLIGHT, instead of the Steamer "JAVA" as previously notified.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, 14th October, 1880. [1649

FOR LONDON, VIA SUEZ CANAL,

Taking Cargo at through rates to HAMBURG and NEW YORK.

THE Steamship "GLENEAGLES," Captain A. Taylor, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, 11th October, 1880. [1523

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "DIOMED," Captain M. H. F. Jackson, will be despatched on or about the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1880. [1516

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship "STENTOR," Captain J. Kirkpatrick, will be despatched on or about the 29th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1880. [1438

CASTLE LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship "GLAMIS CASTLE," Greig, Commander, will leave for the above Port about the end of the month.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, 5th October, 1880. [1556

FOR LONDON, VIA SUEZ CANAL.

THE Norwegian Steamer "HAKON ADELSTEN," shortly due, will have quick despatch for the above Port.

For Freight, apply to RUSSELL & Co.

Hongkong, 30th September, 1880. [1564

FOR LONDON, VIA SUEZ CANAL.

THE Danish Steamer "OLAF," shortly due, will have quick despatch for the above Port.

For Freight, apply to RUSSELL & Co.

Hongkong, 30th September, 1880. [1565

FOR SAN FRANCISCO.

THE A1 American Ship "GREAT ADMIRAL," Thompson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 6th October, 1880. [1595

FOR NEW YORK.

THE A1 American Bark "HANNAH W. DUDLEY," Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 6th October, 1880. [1596

FOR NEW YORK.

THE A1 American Ship "CORA," Cooms, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 23rd September, 1880. [1525

FOR NEW YORK.

THE A1 American Ship "ROSIE WELT," Welt, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 13th August, 1880. [1323

FOR HAVRE AND HAMBURG.

THE 3/3 L 11 German Barque "JOHANN HINRICH," Oestmann, Master, will load here and at Whampoa for the above Ports and have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 11th September, 1880. [1464

FOR HAVRE AND HAMBURG.

THE A1 British Ship "AGNES MUIR," Lowe, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 30th September, 1880. [1571

FOR LONDON.

THE A1 British Ship "SUMATRA," H. A. Tribe, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co.

Hongkong, 27th September, 1880. [1551

FOR SAN FRANCISCO.

THE A1 American Ship "ANNIE H. SMITH," Bartlett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 8th October, 1880. [1610

FOR NEW YORK.

THE A1 American Ship "ALICE BUCK," Herriman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, 31st August, 1880. [1404

PHOENIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1872. [16

VESSELS ON THE BERTH.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, PORT SAID, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "INDUS," Captain SHALLARD, will leave this for LONDON, via BOMBAY and SUEZ CANAL, on WEDNESDAY, the 20th instant, at FOUR P.M.

Silk and Valuables for Europe will be transhipped at Point de Galle, but Tea and General Cargo will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Galle.

For further Particulars, apply to A. McIVER, Superintendent.

Hongkong, 11th October, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON WEDNESDAY, the 27th of October, 1880, at Noon, the Company's Steamship "SINDH," Commandant LEQUERRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 26th of October, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th October, 1880.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE.

THE "SUMIDA-MARU," Captain HUBNER, due here on or about the 25th instant, will be despatched as above on SATURDAY, the 30th October, at DAYLIGHT.

Cargo received on board and Parcels at the Office up to 6 P.M. of the 29th October.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE	Cabin $60.	Steerage $15.
To YOKOHAMA and NAGASAKI	Cabin $75.	Steerage $20.
SHANGHAI, via YOKOHAMA	Cabin $120.	Steerage $40.
SHANGHAI, via KOBE,	Cabin $95.	Steerage $30.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.

Hongkong, 20th October, 1880.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama, on or about 9th November, 1880, at THREE P.M., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 8th November. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, JUN., Agent.

Hongkong, 13th October, 1880.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AGNES MUIR, British ship, Lowe.—Carlowitz & Co.
A. H. SMITH, American ship, Bartlett.—P. & O. Co.
ALICE BUCK, American ship, Herriman.—Vogel & Co.
ALVA, Portuguese ship, Ed. de Souza.—Brandaõ & Co.
AMOY, British steamer, G. H. Drewes.—Siemssen & Co.
AUGUSTE, British 3-m. schooner, P. Thomsen.—Meyer & Co.
CARISBROOKE, British steamer, Wharton.—Ban Hin & Co.
CLEVELAND, British steamer, Harvey.—Jardine, Matheson & Co.
CONQUEST, British steamer, Hamlin.—Chinese.
CORA, American ship, Coombs.—Russell & Co.
DAGMAR, Danish brig, Paulsen.—Arnhold, Karberg & Co.
DOROTHEA, German bark, Moller.—Arnhold, Karberg & Co.
EMMA, German 3-m. schooner, Michelsen.—Ed. Schellhass & Co.
FLORENCE NIGHTINGALE, British bark, A. McIntyre.—Arnhold, Karberg & Co.
FRANCE, French bark, Exmelin.—Landstein & Co.
GREAT ADMIRAL, American ship, Thompson.—Russell & Co.
HAKON ADELSTEN, Norwegian steamer, Bergh.—Siemssen & Co.
HOCHUNG, Chinese steamer, Petersen.—C. M. S. N. Co.
JOHANN HENRICH, German bark, J. Oestmann.—Arnhold, Karberg & Co.
LOUISA, German 3-m. schooner, Schierloh.—Ed. Schellhass & Co.
PACIFIC, German steamer, Sachse.—Siemssen & Co.
PING-ON, American steamer, McCaslin.—Russell & Co.
SOUTH AMERICAN, American ship, Knowles.—Russell & Co.
SUMATRA, British bark, A. Tribe.—Carlowitz & Co.
TRITON, German bark, Kallsen.—Meyer & Co.
WILLIAM TURNER, British bark, Vandervord.—Chinese.

LE CERCLE-TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED	15,000,000 Francs.
CAPITAL PAID-UP	3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 28th September, 1880. [1552

MAILS EXPECTED.

THE AMERICAN MAIL.

The Pacific Mail steamer *City of Tokio*, w the next American mail, left Yokohama on 14th, and may be expected to arrive here to- or to-morrow.

THE INDIAN MAIL.

The two direct steamers, with the next Ind mail, left Calcutta on the morning of the and may be expected to arrive here on or ab the 24th instant.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued connection with this paper is the one publis twice each day in our Extra, which is alw corrected to a much later hour than that gi below.

A MAIL WILL CLOSE

For Manila.—Per *Mariveles*, to-day, the 2 instant, at 4.30 P.M.

For Hoihow and Pakhoi.—Per *Ping-on*, day, the 20th instant, at 5 P.M.

For Hoihow.—Per *Conquest*, to-day, the 2 instant, at 5 P.M.

For Nagasaki, Kobé, and Yokohama.—*Sunda*, to-morrow, the 21st inst., at 11.30 A.

For Newchwang.—Per *Cleveland*, on Fri the 22nd instant, at 2.30 P.M.

For Bangkok.—Per *Rajanattianuhar*, on Sa day, the 23rd instant, at 3.30 P.M.

For Swatow, Amoy, and Foochow.—*Kwangtung*, on Saturday, the 23rd instant 5 P.M.

For Japan, via Kobé.—Per *Sumida Maru* Friday, the 29th instant, at 5 P.M.

His Excellency the Governor is pleased order, under Section XII. of the Post O Ordinance, 1876, that the Late Fee charged Correspondence posted after certain hours Europe, America, the Australian Colon Shanghai, &c., shall be 10 Cents, instead of as hitherto.

MAILS BY THE BRITISH PACKET

The British Contract Packet "INDU will be despatched on WEDNESDAY, the 2 of October, with Mails to and through United Kingdom and Europe, via Brindisi the Straits Settlements, Batavia, Burmah, C lon, India, Aden, Egypt, Malta, and Gibral

N.B.—This Packet carries no mails for Australasian Colonies.

MAILS BY THE FRENCH PACKET

The French Contract Packet "SIND will be despatched on WEDNESDAY, 27th October, with Mails to and through United Kingdom and Europe, via Naples Saigon, Straits Settlements, Batavia, Bur Ceylon, India (via Madras), the Australas Colonies, Aden, Egypt, Malta, and Gibralta

HOURS FOR CLOSING THE CONTRA MAILS.

THE ENGLISH MAIL.—DAY OF DEPARTU

NOON, Money Order Office closes.

2 P.M., Registry of Letters ceases. Postin all printed matter and patterns ceases.

3 P.M., Mails closed, except for Late Letter

3.10 P.M., Letters may be posted with Fee of 10 cents until

3.30 P.M., when the Post Office closes entir

3.40 P.M., Late Letters may be posted on b the Packet with Late Fee of 10 cents u time of departure.

THE FRENCH MAIL.

TUESDAY—

5 P.M., Money Order Office closes. Post O closes, except the night box, which is al open out of office hours.

WEDNESDAY—

7 A.M., Post Office opens.

10 A.M., Registry of Letters ceases. Postin all printed matter and patterns ceases.

11 A.M., Mail closes, except for Late Letters

11.10 A.M., Letters may be posted with Late of 10 cents until

11.30 A.M., when the Post Office closes entir

11.40 A.M., Late Letters may be posted on bo the packet with Late Fee of 18 Cents time of departure.

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appoi AGENTS for the above Company, are prepare GRANT POLICIES on MARINE RISK all parts of the World.

SIEMSSEN & C Agents.

Hongkong, 6th February, 1879.

THE CHINA FIRE INSURAN COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of C and Japan, and at Singapore, Saigon, Pen and Manila.

Risks accepted, and Policies of Insura granted at the rates of Premium current at above-mentioned places.

JAS. B. COUGHTRI Secretary.

Hongkong, 1st November, 1871.

NORTH BRITISH AND MERCANT INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER A SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong the above Company, are prepared to g Policies against FIRE, to the extent of $40 on any Building, or on Merchandise in the s at the usual rates, subject to a discoun Twenty per cent. (20 °/o).

GILMAN & C Agents.

Hongkong, 7th July, 1874.

THE ON TAI INSURANCE COMPA (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,33

RESERVE FUND $34,132

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong W Hong.
LOO YEE, of the Yee On Firm.
FONG SORY FUNG, of the Tung Sang Wo H
WONG PAK CHEONG, of the San Tye Lee H
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Che Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken CURRENT RATES to Australia, Califor Manila, Singapore, Saigon, Penang, and to the Treaty Ports of China and Japan.

Head Offices, 8 and 9, Praya West.

Hongkong, 14th October, 1878.

YANGTSZE INSURANC ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,
PERMANENT RESERVE	Tls. 230,
SPECIAL RESERVE FUND...	Tls. 263,
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880	Tls. 913,

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, E
J. H. PINCKVOSS, Esq. | F. D. HITCH, Es

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to parts of the World.

Subject to a charge of 12 °/o for Interest Shareholders' Capital, all the PROFITS of UNDERWRITING BUSINESS are annually d tributed among all Contributors of Business proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 11th May, 1880.

Printed and Published by B. CHATTERTON WILCO Wyndham Street, Hongkong.